

# FLORIDA *Highways*

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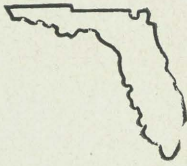
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***Executive Mansion  
Battleship Florida Silver***





## FLORIDA'S MILLION DOLLAR BABY

*can still grow!*

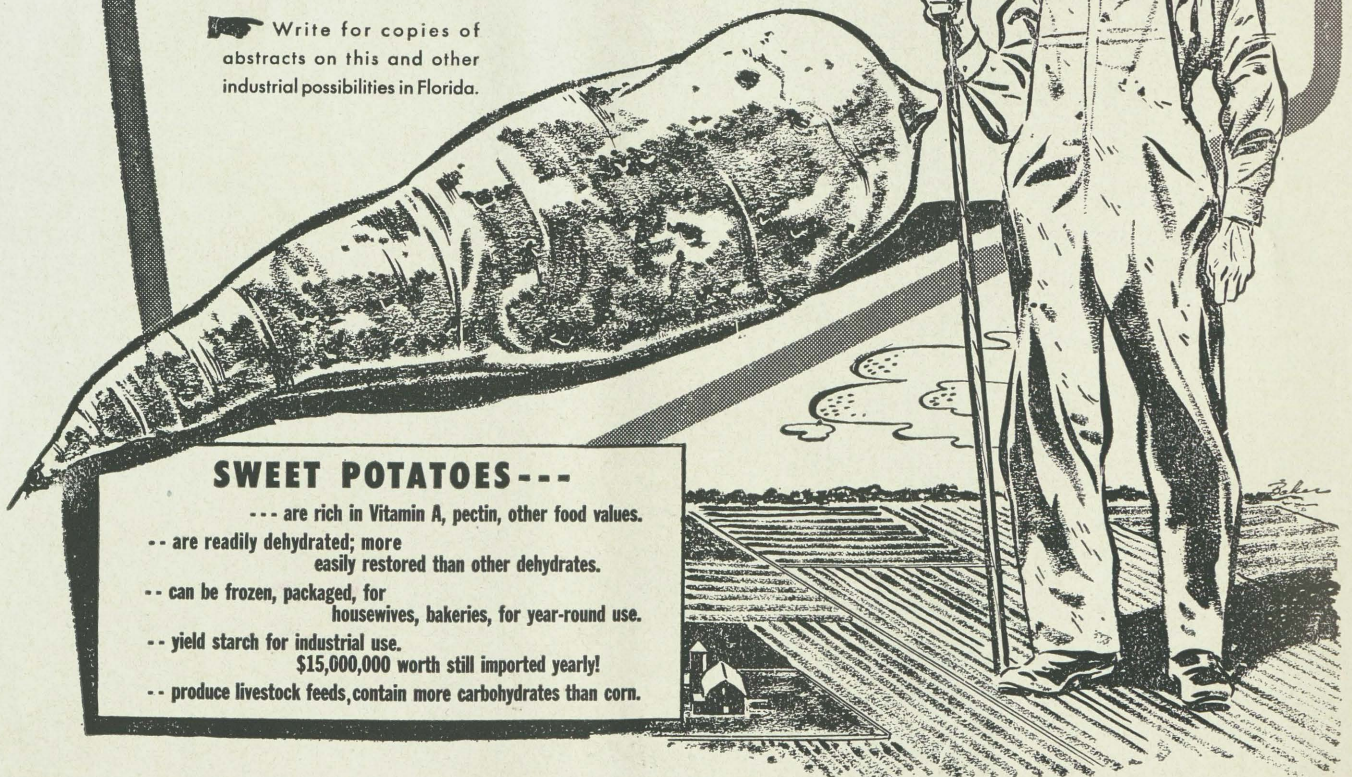
The state's sweet potato crop, a young and undeveloped asset compared to Florida's other resources, is valued at well over a million dollars. Yet, to produce this million dollar income, only 20,000 acres of land were cultivated. Actually, Florida boasts 800,000 acres ideally suited for growing sweet potatoes!

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## OUR SCHOOL SYSTEM INDICTED

Florida's public school system stands indicted—or the people of Florida have been indicted for failure to provide a school system comparable with that offered in other states—by two Iowa State College educators, in a book they have just published, entitled "Education: America's Magic."

These two educators, Raymond M. Hughes, president emeritus, and William H. Lancelot, professor of vocational education, of Ohio State College, have rated the educational performance of all 48 states. Florida, they say, ranks forty-fifth, third from the bottom on the basis of criteria used in the study.

Florida, they point out, stands twenty-seventh among the 48 states

## OUR COVER

The color photograph reproduced on this month's cover in four-color process letter-press printing was made from a color transparency made by Abe Greenberg, Tallahassee. Other photographs in this issue were made by Forrest Granger, Tallahassee. The cover picture was made in the blooming season for azaleas, background, and tulips, foreground.

in its ability to support education, as measured by its income per child of school age. It drops to forty-first place, however, as to percentage of its income set aside for education, and to forty-second place in efficient utilization of school funds.

In discussing Florida's educational problems, the two Ohio educators say that "the state apparently needs federal aid in view of its special burden of separated schools. Yet it may be questioned whether it should receive such aid so long as it fails to provide for its schools the measure of support which it is clearly able to give."

Floridians should accept these statements of the two Ohio educators as constructive criticism and resolve to do something about it. Fortunately at the present time we have a citizens educational committee, appointed by Governor Caldwell, which has been making a survey and study of our schools. This committee will present its report for consideration of the next legislature.

Undoubtedly the time has come when our people, through their representatives at Tallahassee, should plan to set their school houses in order. School budgets are high but they do not seem to be high enough on a percentage basis in comparison to the wealth of our state and its people to provide the kind of schools we should demand to improve the educational opportunities offered Florida boys and girls.

Some progress has been made, in recent years, by consolidating tax school districts and schools within districts, to bring about more efficient and economical operation, but in the light of the findings of the two Ohio educators we have a long way to go yet.—Ocala Star-Banner.

... In Daytona Beach

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# FLORIDA HIGHWAYS

Official Publication of

**State Road Department of Florida—Florida Highway Patrol**  
**Association of County Commissioners—Florida Trucking Association, Inc.**

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 14

NOVEMBER, 1946

NUMBER 12

JOHN KILGORE, Tallahassee ..... Editor  
J. E. ROBINSON, Winter Garden ..... Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Permit applied for Tallahassee, Florida.

Notice of change of address should be given to Florida Highways, Winter Garden, Florida, two weeks in advance of the date of publication of the next issue.

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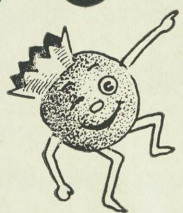
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# The Royal Three



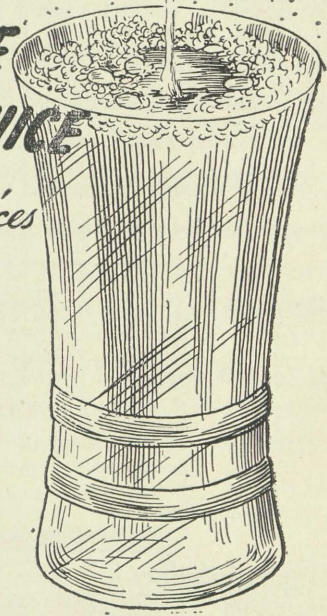
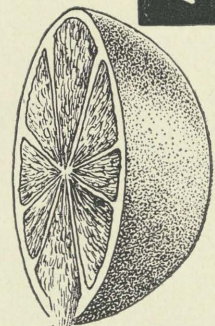
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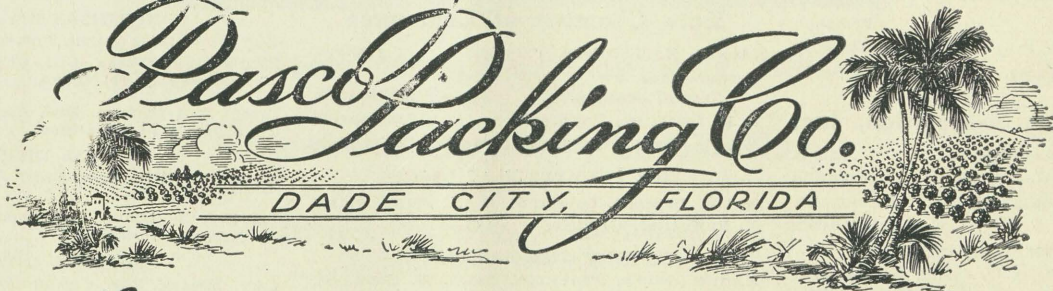
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# EDITORIALS

## Two Kinds of Conservation

Two large groups of Florida citizens are beginning studies leading to a new approach to the general problem of conservation. One is dealing with the problem of traffic safety and the other with the protection of our forests.

The general theme of both conferences is conservation.

For many decades the people of the United States followed a policy of profligate waste. As a result we have lost assets of untold value not only to the people now alive but to the future generations.

As this land was settled the people found vast resources in forests, fields and streams. The forests held enormous quantities of timber and served also to prevent soil erosion and the wastage of the rain water through rapid running off into rivers and to the sea. There were so many trees that it occurred to no one that there was any need for planning. Axes and saws rang in the forests. Large areas were left so carelessly cut over that they have not been replenished by new growth of trees. Fires, unchecked, took their toll.

In the wake of this destruction once thriving saw-mill towns became deserted. Millions of acres, left barren of trees, felt the twin effects of erosion and wastage of water.

Meanwhile the people cracked away with their guns at the game. The great buffalo herds disappeared. Many other forms of wild life became extinct or nearly so. The remaining game is scattered and in most of the land all but depleted.

The same policy was followed in respect to waterways. Streams and lakes were turned into drainage ditches and sewers. Clearer waterways were fished out by commercial netters.

One crop money farming depleted the land.

The dust bowl appeared in the middle of the continent.

Supplies of minerals were used without regard to the future.

Erosion, carelessness, neglect destroyed values that could be counted only in terms of billions of dollars and even then the total losses would probably be underestimated.

A few short years ago Americans began to take an interest in conservation. Fish and game departments, forestry boards and many other agencies were established in an attempt to check the ruin of our natural resources.

In recent years the development of rapid transportation has caused new difficulties and problems. High-powered automobiles and paved roads stimulated an era of speed and recklessness that has made serious inroads directly into our human resources.

The rapid development of industry brought its own attack on the health and lives of the people.

Growth of the cities piled large populations into densely built congested areas. Old fashioned outlets

for energy in the small towns and country were not to be found on city streets. Both adults and children had nothing to do except to take advantage of commercial entertainment. Moral erosion set in. Juvenile delinquency became an increasingly acute problem.

Clearly we owe a heavy responsibility to the future citizens of America and of Florida.

We shall not have dealt fairly with them if we fail to save the forests and the mineral wealth, the fertility of the soil, the water supply, the fish and game that we still have in some abundance.

Nor shall we have dealt fairly with our children and grandchildren unless we protect the health of the people, safeguard them from death or injury under speeding automobiles or as the result of dangerous occupations, equip them mentally and provide them with the environment which promotes sturdy mental and physical growth.

Conservation needs of the State of Florida include tightened and improved controls over fishing and hunting, timber harvesting and forest fire protection, the underground water supply and the surface lakes and streams, the minerals and the soil of Florida.

Conservation also includes a rounded public health program, improved facilities and methods in education, the promotion of safety in industry from accidents and occupational diseases, opportunities for safe and character-building recreation for the young people.

These problems are being attacked realistically through such state-wide committees as the governor's committees on education and on youth conservation and indirectly through the committee on taxation, since money is essential to the success of any program.

New attacks are being launched through the governor's Highway Safety Conference and the Keep Florida Green conference.

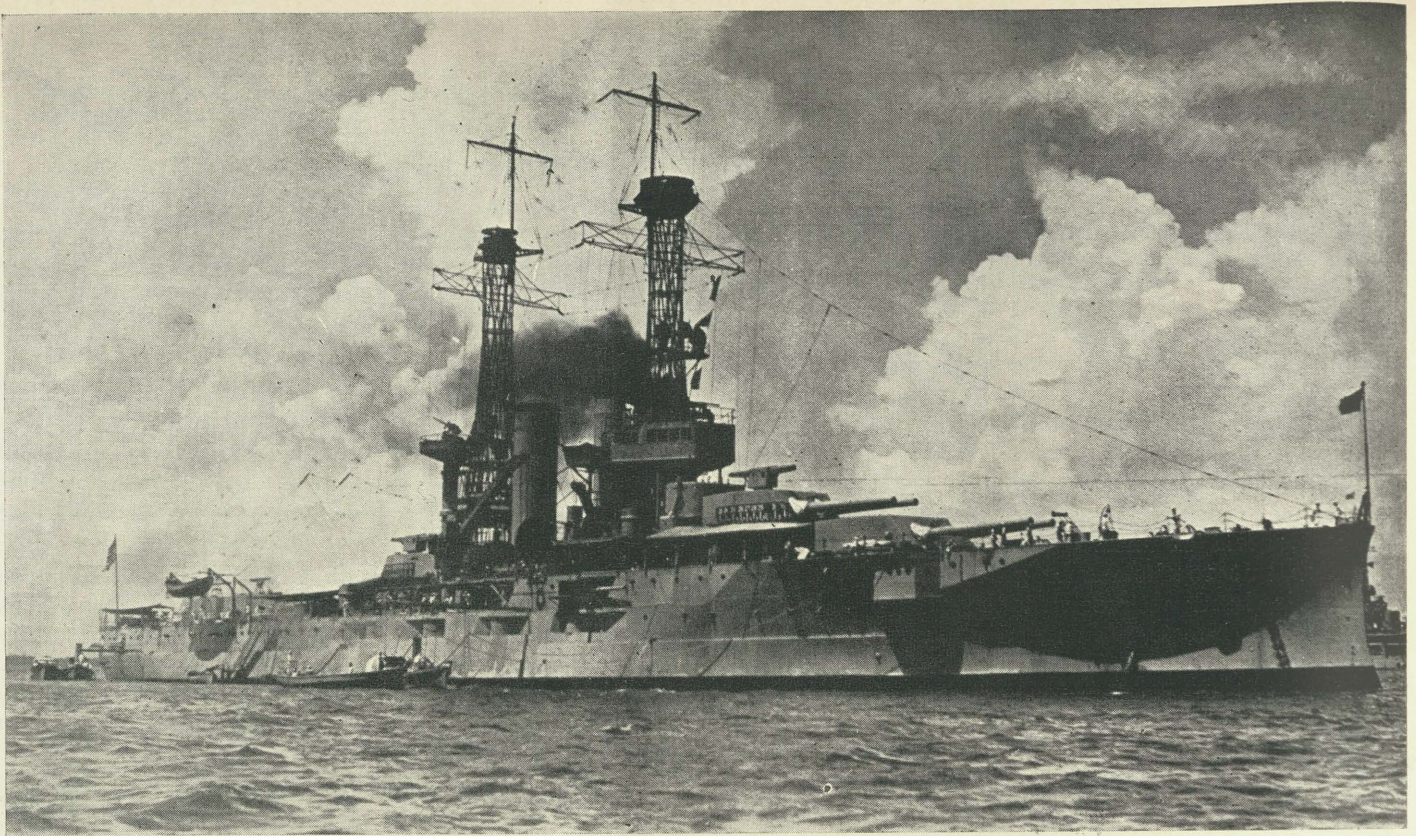
In a consideration of the separate problem of conservation of human resources the protection of life and limb must be recognized as of primary importance. It makes little difference what else has been planned in respect to citizens who are doomed to die or to be incapacitated by injury. It is our function to save them, if we can.

At first glance it does not appear that protection of forests is as important. Not directly and not obviously. But forests help in many ways to sustain the people. Without them we might find ourselves in an arid waste and, when income fails, human erosion is accelerated.

Forests are vastly more important than the value of the timber produced. Even on that basis the income of many of our counties is derived largely from that source. Forests may be even more important as conservators of the water supply on which all agriculture and many other occupations depend.

In these and in other ways steps are being taken forward in the direction of peace, well-being, security and comfort for the people of Florida in the coming decades and centuries.





The Battleship Florida



Garden Pool in Executive Mansion Grounds



# Florida's Executive Mansion...

Visitors to Tallahassee drive the few blocks north from the business area out Adams street to see Florida's Executive Mansion.

The handsome Georgian home of Florida's governors is placed well back of the center of a city block which has been landscaped with a graceful drive and planted tastefully with the trees, flowering shrubs and ornamental plants for which this section of the South is noted. Azaleas and Camellia Japonicas are, of course, well represented and there is a rose garden and many beds of annuals and perennials.

On the south side of the Mansion there is a garden pool in a setting of flowering and ornamental shrubs.

The Mansion, noteworthy for the many stately Ionic columns, ties in with its surroundings through the trees and shrubs that frame it.

The front entrance opens into a spacious reception hall at the far end of which is a graceful stairway. On the north side of the reception hall are the drawing room and dining room and on the south side the living room and music room. Each of these and several of the eight bedrooms have Georgian mantels extending to the ceiling. The Governor's study is on the south side and the recently modernized kitchen, on the north side, at the rear of the main floor. There is a large recreation room at the top of the Mansion.

Furnishings of the mansion include oil paintings and many interesting chairs and tables collected through the years, many of them selected by the First Ladies of Florida. The history of some of the furnishings has been lost and there is a portrait which is believed to be of an early Territorial governor but it has not been positively identified.

Florida has not always had an Executive Mansion. The early Governors of the Territory and State were put to the inconvenience of going house-hunting before Inauguration Day. Governor Richard Keith Call of the Territory was an exception since his colonial mansion was erected early in the life of the city and is still in use ad-



Coffee Pot, Gravy Boat and Pitcher of the Battleship Florida Silver Service



USS Florida Silver Punch Bowl in Use



jacent to the Executive Mansion. Throughout the city are several other homes of architectural and historical interest which are still known as the homes of former governors.

Efforts to obtain an appropriation for the erection of an Executive Mansion were opposed for many years by the advocates of economy but in the administration of Governor Napoleon Bonaparte Broward the Legislature appropriated funds and appointed a committee to obtain a site and contract for the building. George W. Saxon, a Tallahassee banker, gave four of the eight lots in the city block chosen. The other four were purchased from the owners. The plans were drawn by H. J. Klutho, Jacksonville architect and the contract was let to O. C. Parker of Tallahassee.

The mansion was completed during the Broward administration and he and his family were the first to occupy it. Since then it has been the official home of Governors Albert W. Gilchrist, Park Trammel, Sidney J. Catts, Cary A. Hardee, John W. Martin, Doyle E. Carlton, David Sholtz, Fred P. Cone, Spessard L. Holland, and Millard F. Caldwell.

## The Silver Service

Outstanding among items of interest in the Executive Mansion is the Silver Service of the Battleship Florida which was returned to the State when the sturdy old warship was decommissioned.

This Silver Service was purchased at a cost of about \$10,000, realized by voluntary donations from Floridians. Thousands of Florida children contributed pennies, nickels and dimes toward the purchase of the Silver Service for the officers and men of the U. S. S. Florida.

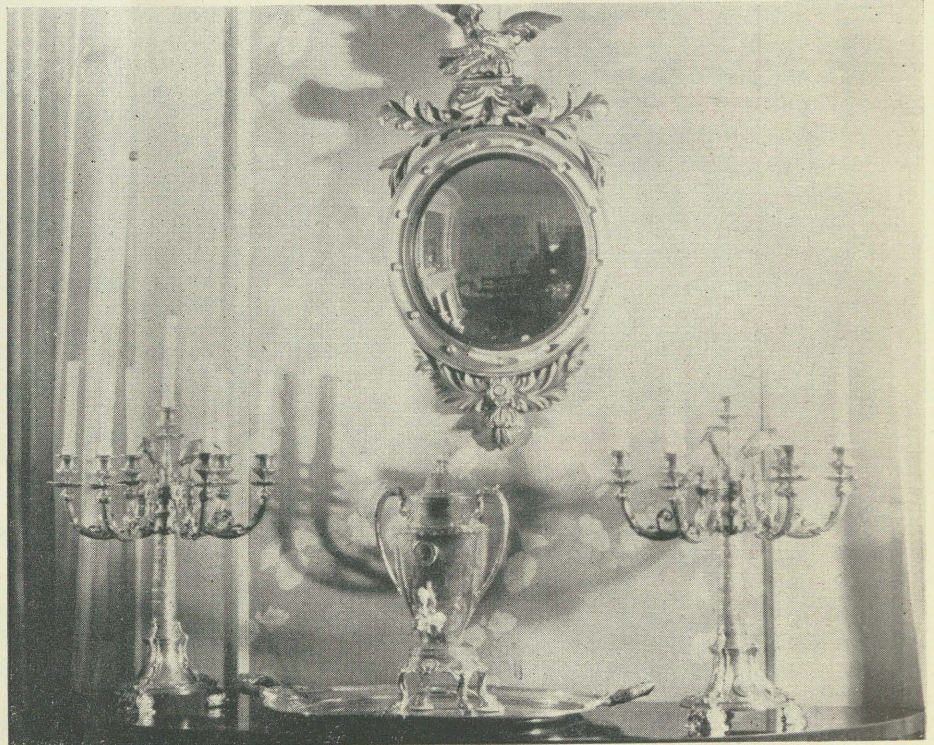
The presentation service was impressive. It took place on Dec. 18, 1911 in Pensacola harbor. The Florida, accompanied by the U. S. S. Utah and the German Training Ship Hausa, the American Cruiser Montgomery and other naval craft, took her place in the harbor. A colorful parade, headed by Governor Gilchrist, opened the festivities. The Governor formally presented the Silver Service, in a ceremony on the balcony of the San Carlos Hotel, to Captain Knapp, commander of the battleship.

When the Battleship Florida was decommissioned and stricken from Navy records in 1931, the Silver Service was returned to the State and placed in Florida's Executive mansion where it has been admired by visitors and has continued in use.

The magnificent Silver Service, now about 35 years old, consists of approximately 50 pieces.

Attracting most interest to the

thousands who annually pass through the spacious dining room of the mansion is the huge punch bowl, resting upon a tray of comparable size. Adorning the bowl are alligators, birds native to Florida such as the egret, the pelican and eagle and an Everglades scene, perhaps two Indians paddling a boat. There are a fruit bowl and tray, a rose bowl almost as large as the punch



Coffee Urn and Candelabra of Battleship Florida Silver Service



Rose Bowl of Battleship Florida Silver Service



bowl, two large candelabra—each for seven candles—the coffee urn, tea service, bon bon bowls, water pitcher, ladles, water goblets and wine cups. Over the years the water goblets have been casualties of the curious, it being suspected that several were stolen as souvenirs during inaugural receptions when the silver was on display. There are but two of the goblets left and these and other small items of the service, are no longer placed on public display.

All of the pieces are easily identified by the official Great Seal of the State of Florida.

## The Battleship Florida

Four fighting ships have been named for Florida, the first appearing in the troublesome Civil War days. The last and best known to this generation was the battleship Florida, from which the silver service to the Mansion came. It was also known on naval records as Battleship 30 and was commissioned in 1911, a sistership of the powerful Battleships Utah and Wyoming.

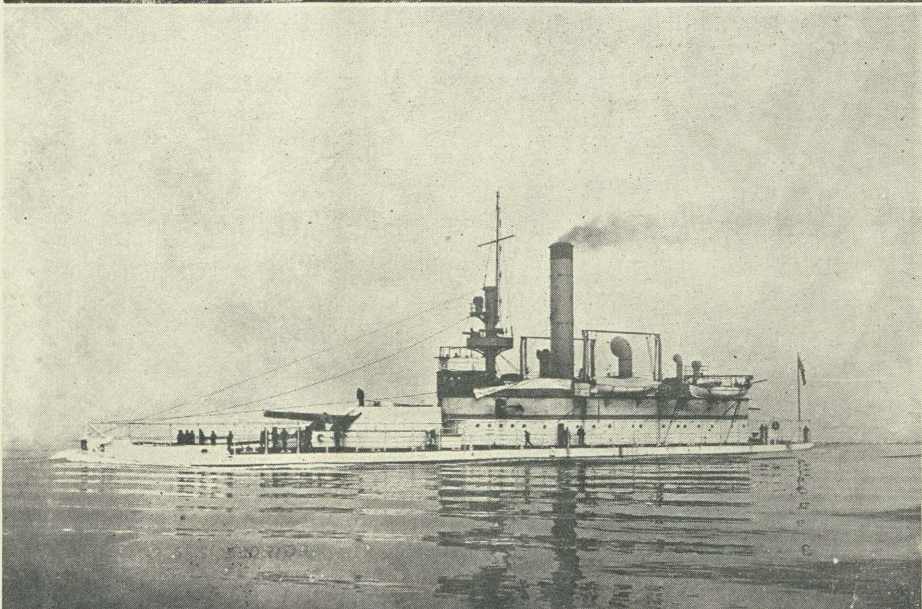
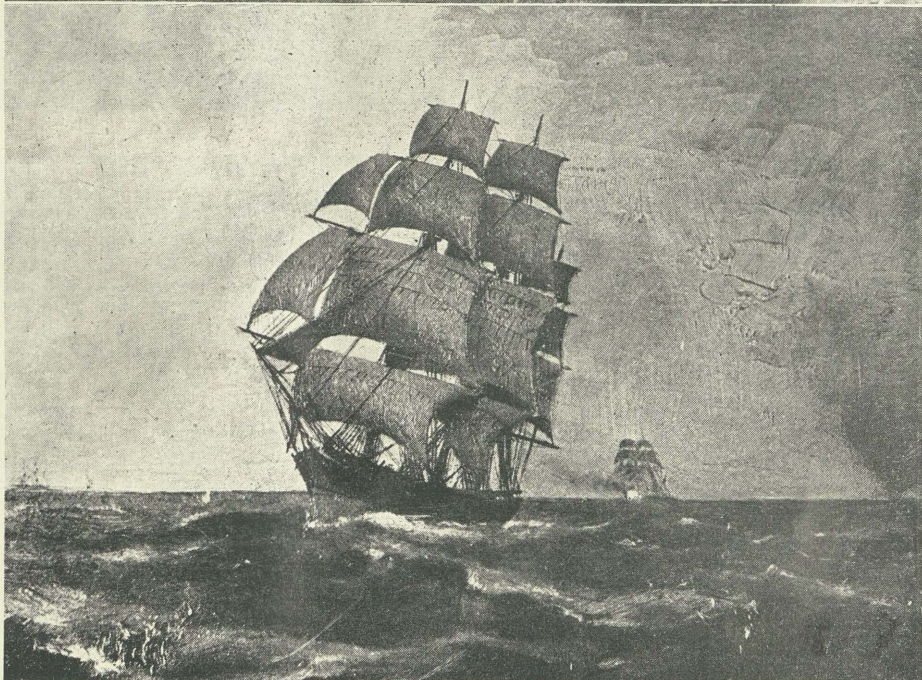
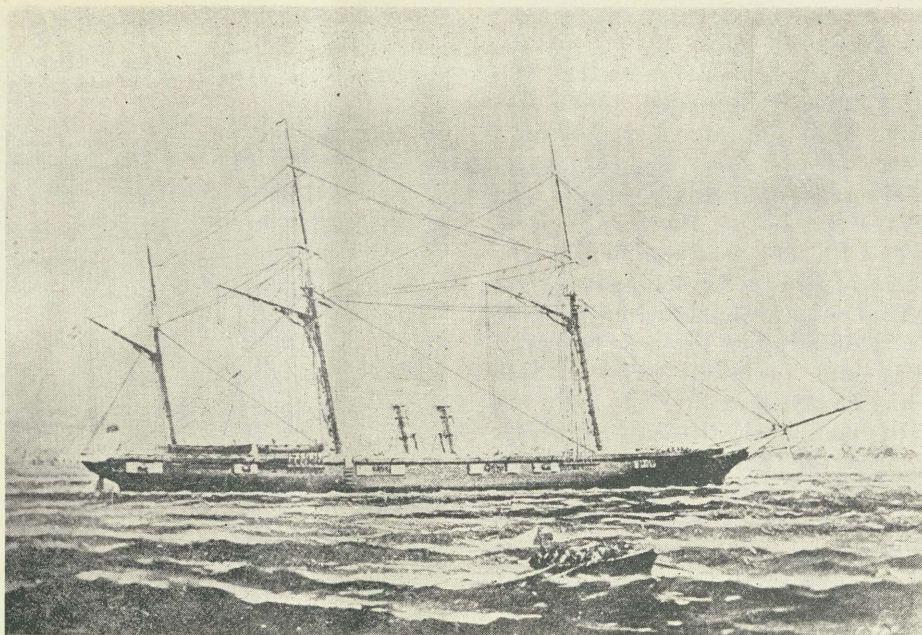
The first ship of the Navy so called was a side-wheel steamer so called was a side-wheel steamer of 1,261 tons displacement; it carried eight guns and was purchased in 1861. It was attached to the North Atlantic squadron and was active throughout the war. It was sold in Philadelphia in December, 1868.

The second Florida was a frigate of 3,281 tons, carrying 15 guns. It was built at the New York Navy yard in 1864 and was first called the Wapanoog, the name being changed to the Florida in 1869. It was sold in 1885.

The third vessel to be called Florida was a monitor, No. 9, of a great many of the type built during and after the Civil War. The vessel was of 3,225 tons displacement and was authorized by an act of Congress in 1898. It was built by Lewis and Nixon at Elizabethport, New Jersey. After being commissioned in 1903 it was placed into service and eventually was sold in 1922.

The Battleship Florida was 510 feet in length displacing 21,825 tons with a speed of 22 knots. She was laid down March 9, 1910, and was completed at a cost of \$6,400,000.

The ship was equipped with Parsons turbines, and her main engines developed 40,511 horsepower. The ship had a main battery of 10 12-



Older Warships with Florida's Name

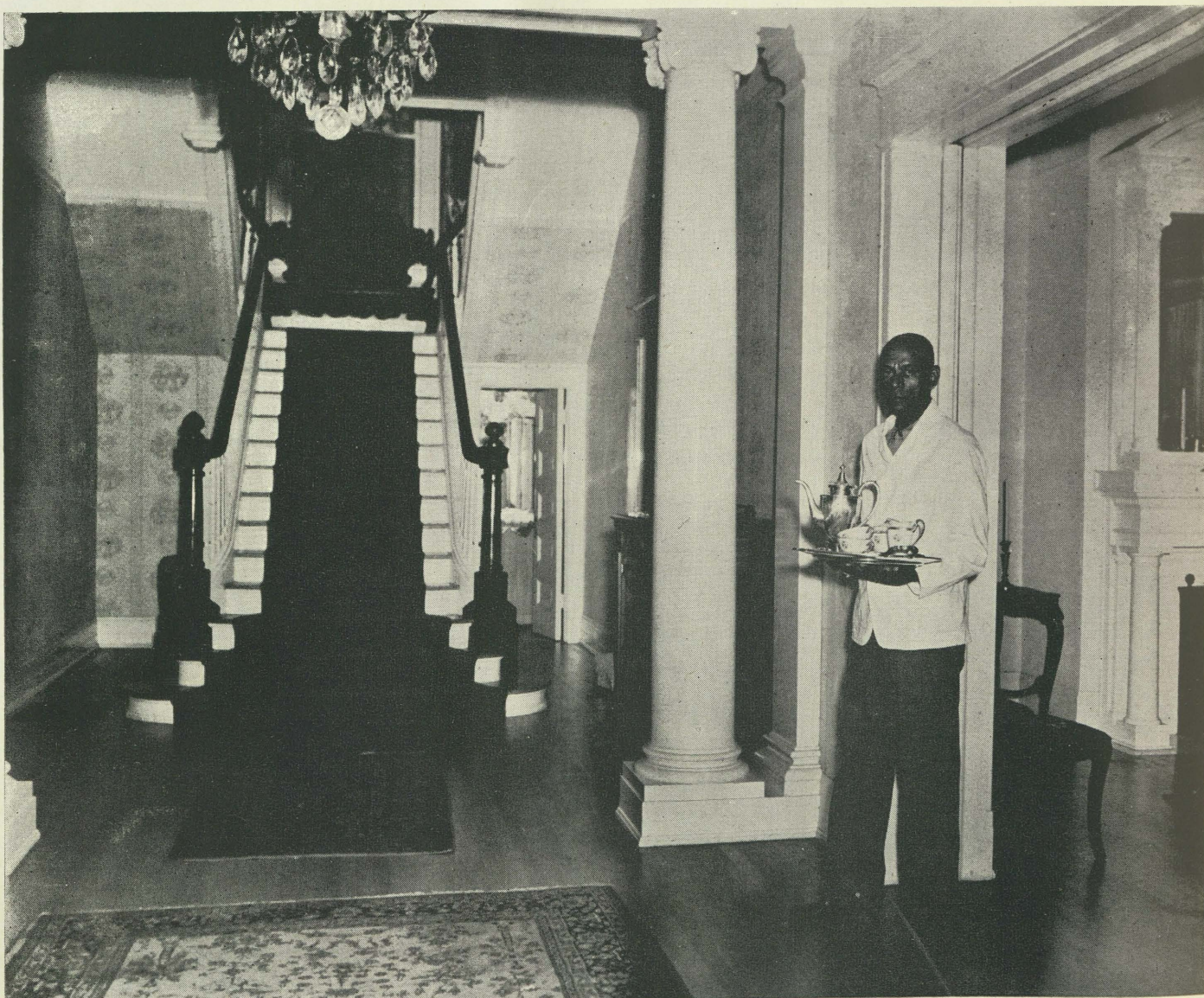


inch guns, and 12 5-inch in the secondary battery, plus two 3-inch anti-aircraft guns, and two 21-inch torpedo tubes, submerged. She was fitted as a flagship, and carried a crew of 23 ward room officers, 1200 enlisted men of various ratings, and a marine guard of 64 men.

The Florida was assigned to the Atlantic fleet after her commissioning, and in 1914, was sent to Vera Cruz, Mexico, to protect American lives and property. She cruised with the Atlantic Fleet in 1915 and 1916, and when the United States entered the World War the vessel was at Yorktown, Virginia, in command of Captain Thomas Washington. The ship was employed in the Chesapeake Bay area during the early days of the war, and on November 24, 1917, was assigned to Battleship Division Nine of the At-

*(Continued on Page 19)*

**Battleship Florida Silver Punch Bowl and Cups**



**Martin, Executive Mansion Butler since 1921 in Mansion Hall with Battleship Florida Coffee Service**

**FLORIDA HIGHWAYS**





# FLORIDA FOURTH ESTATE

## State Budget Director Would Add To Confusion

The budget director amendment proposal was caused by a feeling in the Legislature that information about the State's fiscal affairs as passed along by the executive branches was not sufficient, and that the Legislature needed an executive of its own to keep it posted about expenditures and receipts of tax monies.

To the unschooled in governmental affairs, this proposal sounds fair enough, but, in reality, it is bad business, for it would reverse normal and sensible procedures.

A budget director should be a part of the executive branch of government. He should coordinate and prepare information for the Legislature based on the needs of the branches of government that function day in and day out, year in and year out. At present, this executive function is performed by the State Budget Commission, which is made up of members of the Cabinet.

If the Legislature should have a budget director, too, then the existing confusion would be multiplied.

A budget director responsible only to the Legislature would merely complicate matters. The people should vote down the proposal.—Tampa Daily Times.

## The Budget Amendment

The fourth amendment on the November ballot calls for creating a Director of the Budget, whose appointment shall be subject to concurrent resolution of the Senate and the House of Representatives. He would be responsible to the Legislature which would define his powers and term of office.

Terry Lee, present Budget Director, was appointed by Governor Caldwell and is responsible to the Cabinet Budget Commission under a 1945 act. With the exception of Arkansas, the Budget Director in all other states is responsible to the Executive branch. Governor Caldwell believes that to enact the proposed amendment "would be a step backward."

Certainly it could hamstring any financial program of a governor. His financial platform would be just so much deadwood if the Budget Director derived his appointment from and was responsible solely to the legislature. He'd know his master's voice.

The fact that the appointment would be subject to the concurrent resolution of both Houses would at once make it the subject of the most vicious sort of political log-rolling. The amendment should be killed.—Miami Herald.

## Executive Right

Our American concept of government is one of checks and balances—the executive, legislative and judiciary being separate and independent entities. The theory of the executive branch embraces the budgeting as an inherent right of that branch.

The federal government, most of whose structural features are copied in Florida's state government, would be in a worse mess than it is if congress controlled the drafting of the budget for each fiscal year. The budget director does that, and his office is so closely identified with the executive, it's part of the establishment of the White House.

Only one state has seen fit to abandon this time-honored arrangement, the other 47 still maintain the budget function in the executive branch. That's where it belongs.—Miami Daily News.

## Who'll Boss Florida Budget?

Governor Caldwell has braved the ire of virtually the entire legislature in expressing his opposition to the proposed constitutional amendment which would make the state budget director an appointee of the legislature rather than, as at present, of the state's chief executive.

He has both precedent and overwhelming example on his side. As he pointed out, only Arkansas makes its budget director responsible to the legislature; the other 47 states, and the federal government regard this post as an agency of the executive branch. It is doubtful, indeed, whether a budget director could be shown to be serving any useful purpose except as the fiscal administrator of executive policies. Governor Caldwell made this point in terms of practical politics when he said: "Adoption of the proposed amendment might easily result in defeat of the program of Florida's next governor, whoever he may be and therefore, in thwarting the will of the voters who elect him to office with a mandate to carry out his policies."

The proponents of the measure will have to roll up some mighty big argumentative guns to blow that one down. More likely, however, they will merely vent their spleen on Mr. Caldwell for expressing any opinion at all.—Pensacola Journal.

## School Dirt In Duval

A health survey has revealed that 28 of the public schools in Duval County are in bad sanitary condition. The survey discloses unsatisfactory sewage disposal conditions, unhealthy drinking water, unsanitary lunch rooms, other defects. The report says: "A re-examination will be made soon and, if this condition is not corrected it will be necessary to take strong action."

Discovery of unsanitary conditions in school buildings in Duval was belated. Such conditions should have been revealed and repairs made before the schools opened—as was done in most cases in Hillsborough. Here unhealthy situations were disclosed by The Tribune in time for corrective action before the term began. Although making a late start, we hope the Duval schools will be cleaned up before the health of the children is seriously affected.—Tampa Tribune.



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# IT HAPPENED IN FLORIDA....

## Julia Rehwinkel Holland

Many wish they did not have to worry about rent control any more than the St. Petersburg Yacht Club. The St. Petersburg city council recently passed a resolution granting renewal of the lease on the city-owned Yacht Club for the next 30 years at a rental of \$1 per annum.

Kathleen and Clyde Kissinger of Pinellas Park, known on the stage as "We Two," struck a cruel blow when Clyde lost a foot while fighting in Italy, didn't let it get them down. To whip Clyde's self-consciousness over the missing foot, they joined a USO group on a tour which took them from Honolulu to Iwo Jima. Now they are trying to locate a site for the home they plan to build in Tampa so Clyde can enter the University of Tampa.

Mrs. Paul Phelps is the only regular woman mail carrier left among 314 men in Miami, but she's holding down the job and hopes to keep it. She refuses to wear slacks or shorts on the job but pedals her bike along the mail route in a blue and white striped seersucker dress well below the knees, and wears with this a matching blue pit helmet.

Retired as a Cocoa postal clerk at 63 years of age, Robert Godbey has entered Vanderbilt University in Tennessee to begin a three-year law course.

The North Miami zoo has an actor in its midst. Giuseppe, a nine-year-old monkey, will shortly join Lew Lehr in some celluloid monkey-shines. Giuseppe can crack a pecan with a hammer as quick as you and I and, when the zoo director makes things hard for him by putting a pecan in four cans of graduated sizes, the monk still gets the pecan out with his teeth and the hammer and has the nut cracked in short order.

A bus driver reported seeing a black and white bear cross the highway in front of his bus south of the Huba Huba Bar and Restaurant in Dania, but hunters were unable to locate the animal.

Sonny Yonge of St. Nicholas Park, Jacksonville, has five pet squirrels

and most every youngster in his neighborhood has pet squirrels since some mother squirrels were shot nearby a few weeks ago.

The Snakatorium at Wewahitchka has acquired an unusual rattlesnake. It is a Heart-back instead of Diamond-back Rattler and, soon after being put in the snake pen at the Snakatorium, gave birth to seven young ones with similar markings in shape of a heart.

Dr. Maurice Rousseau, head of a French bee culture laboratory near Paris, has been touring Florida to study honey production methods. Madam Rousseau traveled with her husband.

Chester Harris got over the first hurdle in his effort to free himself of the predicament of having two wives and a child by each when Judge Ben C. Willard of Miami nolle prossed charges of bigamy, but he still faces a bigamy charge in Pittsburgh. Harris and his first wife agreed on a divorce in June, 1945, and he footed the bill. His wife's attorney told him he would be a free man in 60 days. 84 days later he married again and only recently learned the divorce had never been completed.

When Orlando police arrested a negro, Charles Johnson, for driving through a red light, they discovered he was handcuffed to the steering wheel. It was found that he had been arrested earlier at the scene of an accident and handcuffed to the steering wheel by the patrolman while he called a patrol wagon.

A few people in Jacksonville must have a surplus of sugar. Police received a report from the Daylight Grocery company that 30 bags, each containing 100 pounds of sugar, were taken from a truck parked in the store area.

The Miami Citizens Advisory Tax Committee was intended to have seven members but, due to wording of letters sent out seeking formation, dozens of persons have considered themselves asked and signified their acceptance to serve.

'Twas Friday night in the St. Augustine jail and a motley crowd was there. Among culprits locked

behind bars were two hardened individuals who had tangled with the law many times—Police officers Archie Martin and Pete Duhan. The police officers were accidentally left behind during a routine checkup and were locked in with the keys which could secure their release. They finally managed to hand the keys, through barred windows to Sergeant Dixon as he stood on a slippery roof, and were released.

St. Augustine residents were amused on a recent afternoon when they saw one of the parking meters in the business district being used as a hitching post for a cowboy's horse. The cowboy deposited a coin in the meter before leaving his horse.

Daytona Beach figures recent hurricane winds saved the city \$1,000 by blowing down palmetto fronds their street department would have had to cut down.

Chapple's Market, Lake City, in an advertisement of foods in stock, listed the following where meats are usually advertised: JUST RECEIVED BIG SHIPMENT OF OPA REGULATIONS.

Bill Williamson, who has driven a bus between Jacksonville and Miami for 21 years without an accident—even a bent fender—was recently honored by Florida Greyhound Lines, Inc. with a certificate for a 21-jewel watch. If he maintains his safety record for three more months, he will be eligible for an engraved ring with ruby setting, which is the bus line's highest safety award.

The Tampa firm of Gunn and Schell, Inc. recently received a corporation charter from Secretary of State R. A. Gray—but flowers, not ammunition, will be its principal stock in trade.

Plastics Design and Products, Inc., said to be the only factory of its kind in this section of the country, has gone into production in Tallahassee.

In Jacksonville, Herbert G. Bemis has invented a supplemental chamber for shotguns. This chamber will permit shotgun owners to use shells of any gauge smaller than the gauge of the gun owned and smaller gauge shells for small game at short range.

Henry W. Water, also of Jacksonville, inventor of the world famed "torpedo" life-saving buoy, is being

(Continued on Page 21)





*Most* everything we buy today—costs more. The things we eat, or wear, or use have taken a steady upward climb. But the picture is not altogether dark and gloomy. Floridians can find genuine satisfaction in one important commodity that has ACTUALLY DECREASED IN COST—even as service has increased. Greyhound fares are less than half they were 16 years ago!

This, we believe, in the face of all rising costs, is a stand-out achievement. Look at these comparative fares below—it's something pleasant and refreshing to think about.

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Jacksonville-Chicago . . .	24.50
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Jacksonville-Tallahassee . . .	5.00
Jacksonville-Evansville . . .	17.50
Jacksonville-Orlando . . .	5.25
Jacksonville-New York City . . .	25.00
Jacksonville-Daytona Beach . . .	3.00

### 1946 FARES

Jacksonville-Miami . . .	\$ 5.30
Jacksonville-Chicago . . .	15.20
Jacksonville-Tampa . . .	3.25
Jacksonville-Atlanta . . .	5.15
Jacksonville-Tallahassee . . .	2.55
Jacksonville-Evansville . . .	10.30
Jacksonville-Orlando . . .	2.40
Jacksonville-New York City . . .	12.95
Jacksonville-Daytona Beach . . .	1.65

Plus 15% Federal Tax

# GREYHOUND

## LINES



# County Activities and Personalities . . .

Dade County Engineer Earle M. Rader has discharged a veteran county employee because the worker failed to pay his one dollar a month garbage collection tax.

Duval County Board of Commissioners has begun a comprehensive study of the operational setup of all Florida counties for the purpose of determining primarily the wage scales and working conditions of employees in other parts of the state.

Plans and specifications have been completed for the remodeling and repair of the Court of Record building, the Escambia county board of commissioners has been advised by C. C. Yonge, of the firm of Yonge and Hart, architects handling the matter.

Duval County Commissioners have approved a transfer of funds believed sufficient to run the Negro girls' parental home until January 1. The action was taken after a plea by J. C. Lanier, Chief Probation Officer.

St. Johns County Commissioners have offered the post of County Agent to H. E. Maltby, Putnam County Agent. Maltby, it was announced, had turned down the offer which in turn was made to his son.

Manatee County Commissioners have entered into a discussion of the need for additional street lights in the area of the County Hospital. Two Commissioners, John Knight and James Haynes, were delegated to appear before the City Council in behalf of the project.

Preston B. Bird, Chairman of the Dade County Commissioners' Hospital Committee, has announced that the Board is not interested in development of the hospital at Miami Naval Air Station at Opa-locka as a county institution. Commissioner Bird explained that the county is of the opinion that the hospital at the Navy Field is in a location too far from other hospitals and would be difficult to staff.

Escambia County Attorney has been instructed by the Commission to study the proposed lease whereby the U. S. Department of Interior is to convey the title of Santa Rosa Island to that county. The Commission, in preliminary study of the lease, learned that the department is planning to convey to the county only 19.7 miles of the 40-mile-long-island.

Hillsborough County Commissioners' action toward removal of restriction against buses on Bayshore Boulevard has been sought by 45 petitioners who complained that Bayfront residents had no convenient transportation since Tampa Electric Company street cars were removed from the drive.

Orlando and Orange County reported negligible damage to property and citrus crops from the Florida hurricane which passed high over the state early this month. County Agent Fred E. Batezman reported to the Orange County Commission that the county's groves escaped any serious ill effects.

The names of 504 persons have been stricken from the list of registered voters of Volusia County by order of the County Commission, Clerk Jess Mathas reported. He said they were names of persons who had died or who apparently had moved from the county.

In a special session Volusia County Commissioners made minor changes in a resolution recently adopted which asked the State Road Department to finance the cost in excess of \$180,000 of obtaining rights of way for the new road from Ormond to South Daytona. It has been estimated that the total cost of the right of way and the Broadway bridge over the Halifax river would be between \$300,000 and \$400,000.

Orange County Commissioners will not take part as a County Board in litigation to prevent the Orange County consolidation of offices amendment going on the ballot. This was the result of an opinion given the members by the County Attorney, W. R. Smith, who said he did not believe the commissioners as representatives of the people have any legal right to join in the litigation.

Hillsborough County Commissioners have endorsed St. Petersburg Port Authority's bay bridge project. They have instructed their Chairman, Fred Ball, to represent the Board at a hearing before the State Railroad Commission on the proposed bridge.

Morrison Field, on the outskirts of West Palm Beach, will not be closed in the immediate future, according to information given out locally by high placed air force officials.

County Judge William Brooker has established a branch office in Plant

City which has been approved by the Hillsborough County Commission. Judge Brooker appeared before the Board and explained that the operation of the branch on the second and fourth Thursdays of each month would not add to the cost of the operation of his office.

An automobile will be purchased for the Board of Visitors of Youth's Harbor, Escambia County's detention home. Members of the Board found that they were authorized to purchase the machine, which is needed to transport children to and from the farm.

The battle continues in Pinellas County over the location of the County Seat. In St. Petersburg, the Jeffersonian Club has enlisted several civic organizations in an endeavor to get petitions asking that the Courthouse question be submitted to the voters by referendum in the November election. In the same city, the St. Petersburg Times has announced a policy of opposition to removal of the County Seat from Clearwater to St. Petersburg.

The Orange County Commission informed the local American Legion Post that it has no funds to aid Legion welfare or service work other than that approved by the Budget Commission recently. A delegation from the Post had asked the Commission to increase its budget by \$3,300 to finance the work of a negro service officer to assist in handling servicemen's claims.

Volusia County's fair grounds finally have been disposed of by the County Commission granting the present occupants, Del-Air Corporation, a four-year lease for \$1800 a year.

Members of the County Commissions of Manatee and Pinellas were given formal notice by the Railroad Commission of a hearing to be conducted in Tallahassee on October 31, on application of the St. Petersburg Port Authority for a franchise to construct and operate a bridge and related causeways across Tampa Bay between the two counties. The War Department several months ago granted the Port Authority a permit to construct the bridge and causeway across the bay. Considerable preliminary work already has been done on the project.

A plat of Bal Harbour, Multi-million dollar subdivision north of Surfside, has been approved by the Dade County  
(Continued on Page 19)



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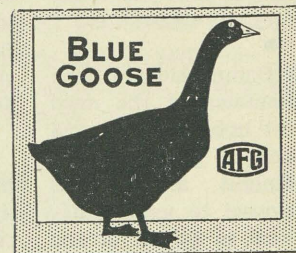
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## FLORIDA'S EXECUTIVE MANSION

(Continued from Page 12)

lantic fleet which was under command of Rear Admiral Hugh Rodman. She sailed November 15, 1917, for European waters, and arrived at Scapa Flow to take her place as a unit of the Sixth Battleship Squadron, operating with the British Grand Fleet. She was present at Scapa Flow when the German High Command surrendered in November, 1918.

The Florida was one of the battleships which met the transport George Washington, with President Wilson on board, and escorted that vessel into Brest, France. She returned to the United States and was reviewed in New York by the Secretary of the Navy, Honorable Josephus Daniels, December 26, 1918.

The Florida was assigned to Battleship Division E, Atlantic Fleet, after the World War, and later was assigned to Division 2, Scouting Force. The ship later was employed in midshipman practice cruises and routine operations until 1927.

The Florida was modernized in 1926 at the Navy Yard, Boston, at a cost of \$3,852,500. This included blisters, new boilers, added deck protection against air bombs, new cruising turbines and other alterations. The ship made 22.32 knots speed off the Rockland Maine, trial course after modernization. She later was assigned to the training of college students enrolled in the

Naval reserve at Georgia Tech, Yale and Harvard Universities.

In 1930 the Florida was ordered to the Navy Yard, Philadelphia, to be placed on a reserve status, and a short time later was decommissioned. Under the terms of the London Naval Treaty, 1930, the Florida was to be rendered unfit for further war-like service within 12 months from the beginning of the force of the treaty, and finally to be scrapped within 24 months.

The old ship was stricken from the Navy Register April 6, 1931, and was broken up and scrapped in accordance with the terms of the London Naval Treaty.

## COUNTY ACTIVITIES

(Continued from Page 17)

Commission. The developers were requested to give assurances of street right-of-way protection to the county in the event the Village Corporation is ever dissolved.

Palm Beach County Commissioners

have taken additional steps to acquire remaining rights-of-way necessary for a State Road Department project, whereby about \$400,000 is expected to be expended turning U. S. 1 through Eoca Raton northward into a four-lane highway. This will be done by construction of a 22-foot road to the west of the existing roadway, it was announced.

Monroe County Commission was scheduled early this month to consider the question of appropriating \$2,500 for a fund to advertise Key West.

Heavy summer rains which washed out many roads and clogged up drainage ditches brought several groups of Duval residents before the recent meeting of the Board of County Commissioners. Requests for immediate relief were referred to the County Engineer for attention.

Hillsborough County Commissioners have agreed to cooperate with the Tampa Junior Chamber of Commerce in efforts to keep the former Third Air Force recreation area as such a project.

## WEDGORTH'S

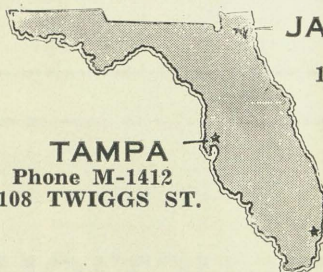
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Heil Company—Dump Body.  
Hercules Company—Road Rollers.



Koehring Company—Draglines, Shovels, Cranes, Dumpsters, Concrete Pavers and Finishers, Mud Jacks.  
Kwik-Mix Company—Concrete, Bituminous and Plaster Mixers.  
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*Silver Nip*

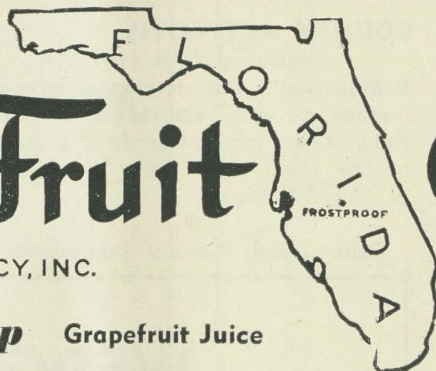
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FLORIDA



## IT HAPPENED IN FLORIDA

(Continued from Page 15)

flooded by orders from all over the world for his buoy, but material shortages are holding up deliveries.

A Miamian, Mrs. Nancy M. Huyck, who recently celebrated her 100th birthday, accounts for her longevity by her sense of humor and "just doing as I please," and she doesn't think the younger generation is going to the dogs.

Aunt Jane Stevenson at 97 years of age fulfilled a hope and became the oldest passenger ever carried by Delta Air Lines when she made her first trip from Athens, Georgia, to Miami by air.

91-year-old Isaac Brandon of Tampa recalls much pioneer Florida history and is described by those who know him as "The Upright Man." An oldtimer who had known Mr. Brandon since childhood once said: "If all men lived as clean lives as Isaac Brandon, there would be no need for criminal courts or jails."

An 87-year-old clergyman, Dr. Cary Breckinridge, also of Tampa, who retired in 1932 after 40 years in the ministry, including eight years as a university professor, is now compiling information for a book on Christian unity.

She is 82 years of age, but the fingers of Mrs. Ruth Rhode Stenwall of Jacksonville are nimble as they fly over the keys of her piano and her voice is strong when she raises it in song. She sings in Swedish or English and she likes to recall the four times she was sum-

moned to the king's palace in Stockholm and her association with Princess Eugenia, the aunt of King Gustav V, present ruler of Sweden.

Mr. and Mrs. Thomas S. Green recently celebrated their 60th wedding anniversary at their home near Tallahassee. Mr. Green, 81, said the success of their marriage was due to the ability to know when to talk and when to keep quiet.

E. A. Baxley, 70, a developer of East Coast real estate before he and his wife, Mrs. Gertrude Baxley, 63, moved to the 240-acre farm they now own near Wildwood in 1939, wouldn't swap the good earth for any soft job in the city. The Bax-

leys have come into some renown around Wildwood for their successful experiment in growing rice, and they also grow bananas, corn, sugar cane and almost everything they need to eat. Their only complaint is that they have no close neighbors and they are willing to share just about anything they have with any couple who will come and live near them.

Klondike Imogene, a three-year-old registered Guernsey cow at the Florida State Prison Farm, Raiford, has set a production record of 10,175.4 pounds of milk and 525.9 pounds of butterfat.

(Continued on Page 34)

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## WHITE MICE HOBBY PAYING PLANT CITY MAN WELL NOW

By JOHN I. KEASLER  
in Tampa Morning Tribune

PLANT CITY—About a year ago, J. O. Gamage, florist and magazine publisher whose combined nursery and print shop is four miles west of Plant City on State Road 574, quite by accident added another paying business to his crowded and versatile schedule when he bought 16 white mice as pets.

He had 700 at the last census, and probably more by now. He conducts a flourishing business selling the little rodents all over the country, thereby being East Hillsborough's only dealer in the white market, literally speaking.

"I didn't realize," he said, "when I bought the first 16 mice, just how fast the mouse population would expand."

A native of Illinois, Gamage and his family moved here from Oklahoma three years ago to set up a florist business, which is still his main line, he said, explaining that he became a commercial "mouseteer" quite by chance.

### Registration Index Set Up

Taking advantage of the rapid mouse birth rate, however, Gamage built wire cages, set up a mouse registration index, and now his printing office doubles as a mouse-house where they are raised on a commercial basis.

He advertises his four-legged products country-wide. The mice sell three for \$1, with a sliding scale if you want a lot of them. Evidently people do want a lot of them, too, as indicated by a recent week's sale:

Twenty mice to a Kentucky pet shop; 20 to a Rhode Island pet shop; 30 to a Seattle resident who cherished a longing to go into the mouse business for himself; 15 to a Kansas trucking company, and 10 to a man in Tennessee. Neither of the last two offered any explanation at all.

Other than these rather fascinating orders, he has a standing order to furnish a West Palm Beach snake

farm with mice to be used as snake appetizers. This is one of his main markets, he said. The snake dealer specifies that only white mice are to be shipped, as his reptiles won't eat the spotted or two toned varieties also raised by Gamage. Neither Gamage, the snake dealer, nor the mice, know why.

His mice, Gamage said, have an added value, and explained that although most tame mice are easily frightened by noise, his are so used to the nearby noisy printing press that nothing bothers them.

The small snow-white, beady eyed little mice, about the size of a small spool of thread, are kept 15 to a cage. Their chief diet is grain corn, and the mouse maestro said it costs less than 30 cents a day to feed the 700. They are watered by means of a bottle attached to each cage with a drip spout extending through the wire which is used to keep local mouse-fancying snakes out. Cages are lined with wood shavings.

"I used to treat them to a little cheese once in a while," Gamage said, "until I found one thing they like even better . . . dog biscuits!"

Besides the white type he also raises brown, black, grey, and color combinations of all four which can be obtained by correct inbreeding.

The baby mice, or mouselets, as a little girl onlooker called them, are about the size and color of a pencil tip eraser. They are born blind, bald, open their eyes and sprout hair in 10 days and two years is considered a ripe old age for a mouse.

### Sleep in Daytime

With a "hatching" period of three weeks each mouse can, and usually

does, produce hundreds of offspring in a life span. They sleep in the daytime only, Gamage added.

Each mouse, according to the mouse manager, possesses an individual personality. He pointed out different kinds, such as the reserved type, the hand-biting type, the affectionate type and others. Except for one little fellow which was slightly cross-eyed, their appearances are identical to the un-mouse-wise eye, however.

Working with plants, mice, and magazines keeps Gamage quite busy, he said, although he wondered if another business wasn't sneaking up on him.

"You see those pigeons?" he questioned, pointing to a roof full of white birds on the shed.

"Well," he continued, "a few months ago I decided to buy four birds—just for pets, you know—and now I've got about 25. . . ."

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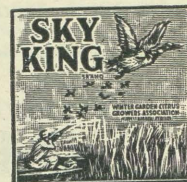
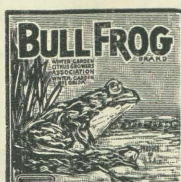
### FLORIDA'S SWEETEST SINGER

This is the season when you hear the Florida mockingbird at its best—if you have any in your vicinity. You have them if you have a home surrounded by trees—and not too many cats, the only enemy the mockingbird has to encounter.

The mockingbird's song is exclusively his own. No other bird can imitate or equal it. He sings a greeting to the change of seasons, and, in Florida, he sings through the Fall and into the Winter. In the Spring, he gets into tune again, resumes his concert engagements. In the Spring, his song is one to the sunrise; in the Autumn, more to the sunset. But still, he sings now at early morning, when the rising sun is just dispelling the mists of the dawn-ing, and his clear, trilling notes come cheerily to the ears of early risers, preparing for the day's work. His matin song is heard first by the milk-man and the newspaperboy, although sometimes it reaches the up-all-night fellow, crawling wearily into a belated bed.

Once upon a time, the great Bourke Cockran, far-famed New York lawyer and orator, sojourning at the Tampa Bay Hotel, arose each morning at sunrise and walked in the hotel grounds, now Plant Park. Asked why the early rising, he said: "I go outdoors to hear the day-greeting mockingbird, which sings so sweetly here. The mocking-bird's song puts me in tune for what-ever comes. If I could hear it in New York, I would feel better and work better." That noted man esteemed as a temporary boon that which those so fortunate as to live in Florida may enjoy almost the year round.—Tampa Morning Tribune.

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## SCIENTIST CHECKS INDIAN LEGENDS

New light has been thrown on the history of the Seminole Indians in Florida through the studies of Dr. Doesta Moeberg, Swedish ethnologist, who returned to Fort Myers recently after spending more than two months with the Seminoles in the Everglades.

"For one thing," said Dr. Moeberg, "the legends of the Seminoles are very young for legends, and could not date back before the coming of Columbus since they contain elements of Arabic legends apparently brought from Africa by the negroes."

In support of his contention, the doctor pointed out that the Indians' story of the creation of man is identical with the Arabian account, with the exception that the Indians mention negroes and white men, which they could not do if the legends originated before the coming of Columbus. The Seminole stories also substitute Indians for the yellow men or Chinese mentioned in Arabic legends.

Delving into the background of the Seminoles in Florida, Dr. Moeberg said he discovered that the tribes first came into Florida about 1750 when a Creek chief named Secoffee split off from his tribe in Georgia and led several hundred Creeks into Florida where they settled near what is now Gainesville. This invasion was followed by another about 1812 which resulted in a settlement near Tallahassee.

Originally Florida was inhabited by a racial group known as the Arawak which was supplanted by and united with the Carib Indians about the time of Columbus. The Caribs then inhabited most of the islands of North and South America, as well as south and west Florida. The Seminoles in their invasion settled down and combined with the Caribs and to this day retain many of the customs of the Caribs.

Dr. Moeberg, who lived with several hundreds of the surviving groups of the old Caribs in French and Dutch Guiana during 1939 and 1940, said one Carib custom taken over by the Seminoles is that when a man marries he moves into the camp and becomes one of the clan of the woman he marries. The Seminoles also build Carib-type huts and some customs of their medicine men are the same.

The doctor stayed at the headquarters of the Seminole reservation and

made his studies in the 12 camps nearby. Dr. Moeberg came to this country not only as a scientist but as a representative of Sweden's largest newspaper, the Daily News, and of several Swedish magazines.—Fort Myers News-Press.

## GILBERT LEACH QUILTS NEWSPAPER WORK

For the past 25 years Gilbert Leach has held a prominent position in Central Florida newspaper circles, especially the weekly field, for as editor of the Leesburg Commercial his excellent writings and strong policy have made that publication outstanding among papers of the State.

When Gov. Caldwell assumed the duties of his office, he urged Leach to take over the affairs of the State Everglades Park which is destined to be one of the great attractions of the nation. The duties of that job grow with the development of the project. Leach decided that the work of developing the 'Glades project into a real national park would best serve the State.

However, the newspaper conventions can look for the familiar face of the Leesburg editor. It is difficult to wash off the smell of printers ink so thoroughly you can remain away from the press conventions. Central Florida press circles will miss the dean of their profession and hope for his successor, Emmett Peter Jr., a young newspaper man of ability, the best the profession has to offer.—Orlando Star.

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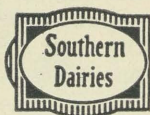
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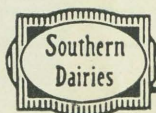
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# Transactions of Meeting of Florida State Road Department

MEETING HELD AT WEST PALM BEACH ON OCTOBER 21, 1946

Pursuant to agreement and announcement, the Members of the State Road Department held a regular meeting at West Palm Beach, Florida, on the 21st day of October, with all Members of the Board present, Messrs. F. Elgin Bayless, Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz, and Robert T. Carleton, and the Secretary, J. Robert McClure, also in attendance.

## APPROVAL OF MINUTES OF MEETING OF SEPTEMBER 16

On motion of Mr. Campbell, seconded by Mr. Fultz, the minutes of the meeting held at Tallahassee on September 16 were approved.

## APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain materials and pieces of equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

### Bids received August 22

H. E. Wolfe Const. Co., S-179(3), 23, Pasco, \$209,461.54.

Cone Bros. Contr. Co., FAGH-137(1), 15, Pinellas, \$39,630.60.

S. M. Wall, S-164(1), 59, Okeechobee, \$92,215.86.

### Bids received August 29

Wainer Const. Co., FAGM 89(1) (Off), 106, Madison, \$41,921.10.

R. H. Wright & Son, S-107(4), 23, Pasco, \$244,801.33.

### Bids received September 19

Belcher Oil Co., 8604-901 etc., 518-140, Broward, \$58,124.23.

Macasphalt Corp., 1201-112 & 1202-105, 27, 25 & 5, Lee, \$29,263.33.

Cone Bros. Contr. Co., 1629-102, 215, Polk, \$506,165.62.

B. B. McCormick & Sons, 7219-106, 376, Duval, \$335,189.56.

L. L. Hall Const. Co., 7014-111, 119-A, Brevard, \$25,937.35.

Smith Engr. & Const. Co., 5102-110, 6, Gulf, \$61,842.13.

Langston-Hubbard Const., 7505-106, 22, Orange, \$77,686.95.

Okeechobee Const. Co., 5002-107, 1, Gadsden, \$44,034.51.

Cleary Bros. Const. Co., 9105-103, 194, Okeechobee, \$260,536.95.

### Bids received September 26

C. T. Felix, 5200-101 etc., Co., Holmes-Washington, \$66,417.65.

Jas. H. Craggs Const. Co., 3105-102, 82, Gilchrist, \$260,840.00.

John A. Benton, 4703-101, 159, Calhoun, \$108,151.61.

Duval Engr. & Contr. Co., 7203-902, 3, Duval, \$4,488.28.

Langston-Hubbard Const., 9304-107, 4, Palm Beach, \$188,815.40.

Langston-Hubbard Const. 7006-107, 140, Brevard, \$25,947.66.

Peacock Contr. Co., S-158(1) (5407-201), 96, Jefferson, \$125,973.04.

### Bids received October 3

J. D. Manly Const. Co., 1104-104 etc., 2, Lake, etc., \$744,337.58.

Coggin & Deermont, 5700-105, 234, Okaloosa, \$8,033.48.

Brinson Const. Co., 8702-107 & 8703-104, 4-A, Dade, \$237,955.20.

Macasphalt Corp. & John C. Dickerson Const., 8703-105, 4, Dade, \$137,035.14.

John C. Dickerson Const., 1608-103 & 1614-103, 359, Polk, \$74,750.70.

R. H. Wright & Son, 8603-104, 178, Broward, \$186,373.34.

L. L. Hall Const. Co., 7709-102 & 7706-103, 202 F.M., Seminole, 78,539.65.

W. H. Armston Co., Inc., 1403-112 etc., 15 & 232, Pinellas-Pasco, \$33,691.40.

### Bids received October 17

Smith Eng. & Const. Co., 4802-108, 1, Escambia, \$124,816.27.

Smith Eng. & Const. Co., 4601-108 etc., 10-115, Bay, Walton & Okaloosa, \$323,153.40.

Duval Eng. & Cont. Co., 3903-101, St. Farm, Union, \$10,329.46.

Duval Eng. & Cont. Co., 7301-102 etc., 4, Flagler, Duval, etc., \$359,080.69.

Smith Eng. & Const. Co., 5001-108 etc., 1 & 10, Leon, Gadsden, etc., \$940,745.48.

## MATERIALS

### Bids received September 5

Virginia Bridge Co., FAGH-123(2), 8-A, Highlands, \$2,515.50—Structural Steel.

### Bids received September 23

Bay Dredg. & Const. Co., 1505-105 & 1014-103, 595, Pinellas-Hillsborough, \$90,390.30 — Washed Shell.

## EQUIPMENT

### Bids received September 17

Price less Tax

Gaynon Iron Works, 1 Low Bed Semi-Trailer 25 Ton, Tampa, \$2,787.00.

Seabrook Truck & Tractor Co., Inc., 1 Low Bed Semi-Trailer 25 Ton, Gainesville, \$2,850.00; 1 Low Bed Semi-Trailer 25 Ton, Tallahassee, \$2,800.00; 1 Low Bed Semi-Trailer 25 Ton, Ft. Lauderdale, \$2,900.00; 2 Low Bed Semi-Trailer 25 Ton, DeLand, \$5,700.00.

Gaynon Iron Works, 4 Low Bed Semi-Trailer 12 Ton, DeLand, \$1,525.43 Ea.

Fla.-Ga. Tractor Co., 1 5-ton Closed Cab Chassis 150" WB, Tampa, \$6,450.00; 1 5-ton Closed Cab Chassis 150" WB, Gainesville, \$6,400.00; 1 5-ton Closed Cab Chassis 150" WB, Tallahassee, \$6,400.00; 1 5-ton Closed Cab Chassis 150" WB, Ft. Lauderdale, \$6,475.00; 2 5-ton Closed Cab Chassis 150" WB, DeLand, \$12,850.00.

Messer Motor Co., 15 1½-2 ton Closed Cab Chassis 150" WB, \$1,471.25 Ea; 10 1½-2 ton Closed Cab Chassis 134" WB, \$1,728.15 Ea.

Fla. Trailer & Equipment Co., 25 8 ft. 3 yd. Dump Bodies, \$408.00 Ea.

Fla.-Ga. Tractor Co., 10 8 ft. 3 yd. Dump Bodies, Gainesville or Tallahassee, \$402.40 Ea.

Southeast Equipment, 2 Flat Bed Semi-Trailers 12-14 T, Tampa, \$3,071.40; 1 Flat Bed Semi-Trailer 12-14 T, Ft. Lauderdale, \$1,571.01.

Rivard Chev. Co., 2 Flat Bed Semi-Trailers 12-14 T, Gainesville, \$3,078.30; 2 Flat Bed Semi-Trailers 12-14 T, Tallahassee, \$3,052.30; 3 Flat Bed Semi-Trailers 12-14 T, DeLand, \$4,663.95.

### Bids received September 18

Fla.-Ga. Tractor Co., 5 Diesel H.D. Motor Patrol 52 HP, \$6,344.00 Ea; 1 Diesel H.D. Motor Patrol 66 HP, Cocoa, \$7,929.00; 3 Diesel H.D. Motor Patrol 66 HP, Ft. Myers & Ft. Lauderdale, \$7,953.00 Ea.

Ogden Equipment Co., 1 2-bag Concrete Mixer, DeFuniak Springs, \$1,730.00.

Fla.-Equipment Co., 3 2-bag Concrete Mixer, Tampa, \$3,390.00; 3 1-bag Concrete Mixer, Gainesville, \$3,372.75.

Seabrook Truck & Tractor Co., 1 Diesel Dragline ¾ cu. yd., DeLand, \$12,646.39.

Fla. Equipment, 1 Gasoline Dragline ½ cu. yd.,

Ft. Pierce, \$12,897.56; 1 Gasoline Dragline ½ cu. yd., Tampa, \$12,897.56; 1 Bit. Cold Patch Mixer 14 cu. ft., Fort Myers, \$2,881.95; 1 Bit. Cold Patch Mixer 14 cu. ft., Leesburg, \$2,865.98.

Ogden Equipment Co., 2 Bit. Cold Patch Mixer 10 cu. ft., Baldwin, \$3,146.84; 2 Bit. Cold Patch Mixer 10 cu. ft., Lake City, \$3,146.84; 1 Bit. Cold Patch Mixer 10 cu. ft., Gainesville, \$1,573.42.

Fla.-Ga. Tractor Co., 1 Diesel Tandem Roller 5-8 Ton, Ft. Lauderdale, \$4,591.00.

Fla. Equipment Co., 4 Gasoline Tandem Rollers 2 Ton, Ft. Lauderdale, Leesburg and Lake City, \$1,650.00 Ea.

Shelley Tractor & Equipment Co., 1 Diesel Tandem Roller 5-8 Ton, Fort Pierce, \$4,895.95.

M. D. Moody, 2 Tank Car Heaters, DeLand & Baldwin, \$2,440.00 Ea.

Fla.-Ga. Tractor Co., 1 Portable Roller Single Roll, Lake City, \$2,543.00; 1 Portable Roller Single Roll, Baldwin, \$2,543.00; 1 Portable Roller Single Roll, Gainesville, \$2,568.00.

## APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Fultz, seconded by Mr. Campbell, the following supplemental agreements were approved:

Duval Eng. & Cont. Co., 376, 7219-104, Duval, \$234.00 Inc.

Duval Eng. & Cont. Co., 376, 7219-104, Duval, \$3,294.12 Inc.

Langston Const. Co. & Hubbard Const. Co., 27-A, 0306-103, Collier, \$444.40 Inc.

W. H. Armston Co., 595, 1504-901 & 1014-901, Pinellas-Hillsborough, \$108.00 Dec.

Belcher Oil Co., 4-A, 140 & 27, 8702-104, 8708-102 and 8712-103, Dade, \$13,694.83 Dec.

LeVelle & Barnett, 1, 5401-105 and 5502-105, Jefferson-Leon, \$91.38 Dec.

Belcher Oil Co., 270, 8717-102, Dade, \$24,987.72 Dec.

A. B. Covell, 159, 5313-105, Jackson, \$225.90 Inc.

L. J. & W. L. Cobb, 2, 5, 13, 14, 2601-105 etc., Alachua, \$11,734.90 Inc.

## RESOLUTIONS REQUESTING RIGHT OF WAY

Routine resolutions asking the counties to obtain right of way were adopted as follows:

Bay, Rd. 388, Sect. 4607, West Bay to Vicksburg, Fultz, Campbell.

Collier, Rd. 846, Sect. 0302, Immokalee E to Hendry Co. Line, Fultz, Campbell.

Gadsden, Rd. 270, Sect. 5013, Greensboro to Rd. 277, Carleton, Fultz.

Gadsden, Rd. 277, Sect. 5009, Liberty Co. Line to River Jct., Campbell, Guernsey.

Gilchrist, Rd. 77, Sect. 3103, Section in Trenton, Guernsey, Carleton.

Glades, Rd. 2, Sect. 0502, Lakeport northeast, Campbell, Guernsey.

Gulf, Rd. 453, Sect. 5104, Beacon Hill to We-wahitchka, Guernsey, Fultz.

Leon, City St., Sect. 5510, Gaines St. to Rd. 110, Fultz, Carleton.

Leon, Rd. 151, Sect. 5513, Tallahassee to Ga. St. Line, Fultz, Carleton.

Levy, Rd. 15, Sect. 3405, In Chiefland, Guernsey, Fultz.

Santa Rosa, Rd. 190, Sect. 5809, Coldwater Creek to Munson, Campbell, Guernsey.

St. Johns, Rd. 4, Sect. 9902, Through St. Augustine, Carleton, Fultz.

## CONSTRUCTION OF SECONDARY ROADS IN LAFAYETTE COUNTY

Division Engineer Slade gave his report on the requests which have been made by Lafayette County in connection with the construction of Secondary roads, placing his estimate of the total cost of such construction at approximately \$600,000.

On motion of Mr. Guernsey, seconded by Mr. Carleton, the Board agreed to enter into the plan outlined by Lafayette County Commissioners



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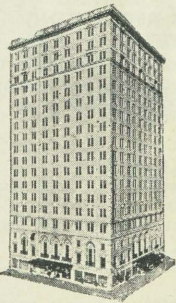
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for financing the proposed construction of Secondary roads, after those roads not now on the State System have been eliminated from the list. The Engineer and the Attorney were instructed to proceed accordingly.

### MISCELLANEOUS COUNTY REQUESTS

The following county requests were received from the respective Boards of County Commissioners, but no immediate action was taken and the requests were filed for future reference:

**DUVAL COUNTY**—For the widening of portion of Road 47 when Goodby's Creek Bridge is constructed.

**ESCAMBIA COUNTY**—For the improvement and maintenance of certain roads described in their resolution bearing certificate of October 7, 1946.

**HILLSBOROUGH COUNTY**—For the repair and rehabilitation of State Road 155.

**ORANGE COUNTY**—For the construction of a paved road from the end of the pavement on Glenridge Way, near Winter Park.

### MADISON COUNTY SECONDARY ROADS

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that after examination and due consideration this Board does accept and approve the proposal set out in the resolution of the Board of County Commissioners of Madison County, adopted by them on October 2, 1946, setting out the Secondary roads to be given priority in construction in said County, suggesting the financing of such construction through certificates of the Florida Improvement Commission, and pledging Madison County's surplus gas tax funds for the retirement of such certificates.

BE IT FURTHER RESOLVED, that the Department hereby approves the location and construction of the said Secondary roads, and authorizes the Chairman of the Department to arrange all necessary details with the Florida State Improvement Commission for the financing and constructing the same.

BE IT FURTHER RESOLVED that certified copies of this resolution be furnished the Florida State Improvement Commission, the State Board of Administration, and the Board of County Commissioners of Madison County.

### REQUESTS OF OVERSEAS ROAD AND TOLL BRIDGE DISTRICT

The Secretary presented certain requests from the Overseas Road and Toll Bridge District which were considered by the Board and acted upon as hereinafter indicated.

**Compensation to be Paid District by United States for Lands Condemned on Key Vaca for Booster Pumping Station and Storage Yard in Connection with Navy Water Line**

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On motion of Mr. Fultz, seconded by Mr. Guernsey, the State Road Department approved stipulations of the District with the United States agreeing that the compensation to be paid for 3.2 acres and 2.4 acres of District lands on Key Vaca condemned for Booster Pumping Station and Storage Yard for Navy water line extending to Key West, shall be \$5,000 and \$2,400, respectively, and recommended that the State Board of Administration approve the same.

### APPROPRIATION FOR PUBLICITY FOR THE OVERSEAS HIGHWAY

On motion of Mr. Fultz, seconded by Mr. Carleton, it was agreed that this matter be referred to the State Advertising Commission and that it be requested to determine the extent of the publicity to be given the Overseas Highway, and that its findings be reported to the District, the Road Department, and the State Board of Administration, it being the view of the State Road Department that the State Advertising Commission should handle the publicity for the Overseas Highway as the District's agent within the limit of the appropriation finally agreed on between the District, the Department and the Board of Administration.

### Dedication of 25' Strip of Land for Street in Marathon

On motion of Mr. Fultz, seconded by Mr. Campbell, the State Road Department agreed to the request of the District that it dedicate a strip of land 25 feet wide, for the purpose of widening to 50 feet the present strip dedicated for a road or street in Marathon, and recommended favorable consideration thereto by the State Board of Administration.

### Increase in District Budget for Painting District Bridges

On motion of Mr. Fultz, seconded by Mr. Campbell, the State Road Department agreed to the request of the District that the current budget of the District be increased by an amount of \$30,000 for continuing the painting of District bridges, and favorable consideration of the State Board of Administration was recommended by the Department for such increase.

### DESOTO COUNTY REQUESTS

The delegation from DeSoto County included Messrs. L. V. Conrath, Manager of the DeSoto County Chamber of Commerce, Tom E. Pavey, County Commissioner, and Robert Erickson, of the Highway Committee of the Chamber of Commerce.

Mr. Conrath requested that the following items be included in the 1947 budget, given in order of preference:

1. State Road 72, widening and resurfacing from Arcadia to Sarasota, which section now is only 9 feet wide. He said he believed the right of way has been obtained for the proposed wider road, and asked that a convict crew be placed on this road to get the clearing under way.

2. State Road 35, to be rebuilt from Wells Packing House down to Punta Gorda.

3. State Road 70 from Arcadia to Bradenton, to be resurfaced to meet demands of heavy traffic.

He offered their assistance in any possible way. The Chairman asked him to request the County Commissioners to send in a resolution covering the requests.

### ROAD 59 IN HIGHLANDS COUNTY

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that this Department does approve the plan proposed by Highlands County for financing the construction of Road 59 from State Road 8 in DeSoto City to a point at or near Sunnyland School, on said road, a distance of approximately 12 miles, at an estimated cost of \$517,500.00, and their pledge of the County's surplus gas tax accruing after October 1, 1946, for



such purpose, as set out in the resolution of the Board of County Commissioners of October 17, 1946.

BE IT FURTHER RESOLVED, that the Department hereby approves the location and construction of said road project and authorizes the Chairman of the Department to arrange all necessary details with the Florida State Improvement Commission for financing and constructing the same.

BE IT FURTHER RESOLVED, that certified copies of this resolution be furnished the Florida State Improvement Commission, the State Board of Administration, and the Board of County Commissioners of Highlands County.

#### MARION COUNTY REQUESTS FOR ROAD 45

Messrs. W. C. White, Chairman, and A. B. Folks, R. B. Meffert and R. W. Oxner, Members of the Board of County Commissioners, and W. O. Baxter, County Engineer, came as a delegation from Marion County.

Mr. White spoke to the Board in behalf of their request, the rebuilding of State Road 45, which Mr. White described as "past the patching stage." He said that 5 of the road's 14.1 miles lie within the Ocala National Forest, and the road is heavily traveled. Mr. Baxter advised that about 3300 hunting licenses were sold to hunters using this road. Mr. White stated that the County could possibly raise as much as \$25,000 in addition to engineering surveys to help out on this road and would also be glad to render any other assistance possible. He thanked the Department for what has been done for Marion County and extended an invitation for the Board to meet with them.

#### REQUESTS OF MARTIN COUNTY

Senator Evans Crary, Commissioner A. E. Sims, and Mr. A. A. Hendry, Jr., County Road Superintendent, were present from Martin County.

Senator Crary made the following requests:

1. The continuation of State Road 85 from Indian Town into Stuart, about 6½ miles, to be placed in next year's budget for reconstruction. He stated that they expect to have all the necessary right of way by December 15, 1946.

2. Widening of the old Dixie Highway through Stuart. He said they were working with the railroad company to get the tracks moved over.

3. Repair and widening of the beach road on Jupiter Island. He expressed belief that right of way necessary for the widening has been obtained. Mr. Sims, speaking for this road termed the road a fishing paradise and said that hundreds of cars travel it; that owing to the sand being blown away the road has narrowed down to 10 feet in places. He advised that they did not want the main part through Jupiter Island widened, as they did not want a thoroughfare through there, but would like the edges built up.

Mr. A. A. Poston, Commissioner of Palm Beach County, joined the Martin County delegation in their request for the beach road, stating that about 1½ miles of it are in Palm Beach County, and he believed the road should be improved.

4. The maintenance of Jensen Bridge.

5. Place the road from Fort Pierce down the island to a point opposite Stuart, in the 1948 budget; also the reconstruction of that part in Martin County south of Jensen Bridge.

6. Construction of a bridge from Stuart over to the Beach.

#### ORANGE COUNTY REQUESTS

Messrs. V. E. Bourland and E. D. Cook, County Commissioners, were present from Orange County,

to request that the county be allowed to keep the brick which are being taken up on Road 22, stating that the county has many brick roads and is greatly in need of brick. He stated that he was also speaking for the cities in the county as well as for the county in their need for the brick.

Division Engineer Bryan estimated the brick at about one and one-half million, and said the contractor has agreed to take these brick up

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just ahead of construction operations, in order that traffic may be kept moving at all times. Chairman Bayless advised the delegation that the contract contains an item for the salvaging, cleaning and loading of these brick on flat cars, estimated to be approximately \$14,874.

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED that if Orange County will agree to assume the part of the contract covering the salvaging, cleaning and loading of the brick, estimated to be about \$14,874, the Department will enter into an agreement with the contractor to deliver the brick to the County,

with the understanding that the County is to make offers to the cities and towns in the County for an equitable division with them if they so desire, and be responsible for such distribution.

#### PALM BEACH COUNTY

Included in the delegation from Palm Beach County were, Messrs. John Prince, Chairman, and Paul Rardin and A. A. Poston, Members of the Board of County Commissioners; Harry A. Johnston, County Attorney, J. M. Boyd, County Engineer, Representative B. Elliot, Representative John Bollinger; P. P. DeMoya, and Frank Rozelle, of the County Resources Development Board; L. Trevette Lockwood, Mayor, and James L. Riley, Councilman, of Palm Beach; Junius Harris, President of the Belle Glade Chamber of Commerce, and A. D. Taylor, representing certain property owners in Palm Beach.

Mr. Prince presented four resolutions from the Board of County Commissioners, each of which was approved and accepted by the Road Board, as indicated below:

(1) Requesting the advance of \$35,000 for actual right of way deeds or condemnation awards

on the south six miles of State Road No. 4, Palm Beach County, said amount to be repaid out of the now unobligated 80% surplus gasoline tax fund to the credit of Palm Beach County as the same shall accrue, and in such amounts as the Department shall from time to time see fit to deduct. Approved and accepted on motion of Mr. Fultz, seconded by Mr. Carleton.

(2) Requesting the Department to allow the County two years from November 1, 1946 to acquire four parcels of the right of way on State Road 4 which have buildings and other improvements being now occupied and used in the conduct of business but which do not constitute obstructions to the roadway pavement. Upon failure of the County to acquire this right of way in two years, the Department is authorized to award contracts for the removal of the buildings and improvements, the expense of same to be chargeable to the County and payable from the 80% surplus gasoline tax fund. Approved and accepted on motion of Mr. Fultz, seconded by Mr. Carleton.

(3) Requesting the Department to provide for the resurfacing of U. S. Highway No. 1 from Belvedere Road in the City of West Palm Beach to Okeechobee road in said City, a distance of one mile, by extending its present contract with R. B. Tyler at the present prices, the County agreeing to reimburse the Department for same upon completion of the work. Approved and accepted, on motion of Mr. Fultz, seconded by Mr. Carleton.

(4) Ratifying the action of the Department in expending the sum of \$27,200.00 from the unobligated 80% surplus gasoline tax fund in the construction of State Road 199 in Palm Beach County. Approved and accepted, on motion of Mr. Fultz, seconded by Mr. Carleton.

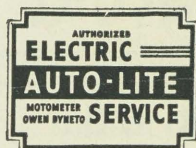
#### Priority to Road 143

Mr. Rardin presented the resolution of the County Commissioners requesting the Department, after completing all surveys, programmed construction and other anticipated plans and work in connection with State Road No. 4, to adopt as its first priority project in Palm Beach County for the year 1947 the relocation and construction or rebuilding of State Road No. 143 from Canal Point via Pahokee to Belle Glade. Mr. Rardin also filed a resolution which offered to expedite making a survey on this road by the County's furnishing the necessary engineering personnel, the Department to reimburse the County upon completion.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board approved and accepted the resolutions above referred to.

Mr. DeMoya, President of the Palm Beach County Resources Development Board, spoke on

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the route for Road 143. He explained that their organization was composed of representative citizens from all communities in the County, and after serious study and with the consent of all communities involved they had made a decision on a location for State Road 143. He filed a map showing this proposed location. Mr. Fultz expressed his appreciation.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Road Board expressed their sincere appreciation to the Palm Beach Resources Development Board, the County Commissioners, Mr. Elliott and Mr. Bollinger for the unity shown in the coordination of efforts to determine the location of the roads in the Glades area.

Mr. Poston expressed his pleasure at having the Board meet in Palm Beach County. He spoke of his interest in U. S. Highway No. 1 in the north end of the county, stating the survey was about completed and the right of way map would be in Tallahassee in about a week for approval by the Department.

Mr. Fultz reported on his observation and study of the ocean front road and the heavy expense of upkeep. He pointed out the fact that the present road south of Palm Beach runs on private property, and is considerably west of the original road.

Mr. Prince said that the County Commissioners have been working on this matter and have been advised that it is the policy of the Department not to go into the matter of protecting this road from ocean washing; believing the County should take care of this. He referred to the proposition made by the Department to build the road on the Lake side, instead of the ocean side, on the basis that the lake side would be a more permanent road, but he declared it as the feeling of the Commissioners that the ocean shore boulevard is the finest asset the county has and therefore they desire it to remain on the shore side. He advised further that the Legislature has passed an Act to designate the boulevard on that location, placing the responsibility on the county. He said that both the county and the city desire it there if it can be maintained and kept open. He reported their proposed plan to make use of sand from the lake side, in the hope it would not wash out as badly as the ocean side.

Mr. J. W. Boyd, County Engineer, spoke of their plan to pump sand from the lake side to bring the road back to its original location, but stated that this could not be a permanent road unless some protecting wall were built. Mr. Riley said they wanted a road that would stay there. Chairman Bayless stated his opinion that it was the obligation of the citizens of Palm Beach County to see that this road has the proper protection.

Mr. Prince asked for an expression from the Road Board as to some financial assistance in keeping this road open until some permanent protection can be made. He said the owners of the private property on which the road used now is located have said they are going to close the road on November 30, 1946, and the County has no money in the budget to do any work on the old road which has been washed out by action of the ocean.

Mr. Poston suggested that the people of that County gave evidence of their desire for it to remain along the ocean when they went to the polls to vote for approval of the Act.

Mr. Guernsey expressed his keen interest in everything that is an asset to Florida, and his opinion that this road is a definite asset.

Mr. A. D. Taylor, a Cleveland, Ohio, landscape architect, said he represented private capitalists from the North who own 3,000 feet along the ocean front and who desire to invest large sums of money in that area. He said that although he was in favor of the lake front road as being of more permanence, or the present location if it could be kept open at all times, he believed that both roads will be needed to take care of the heavy traffic in the future.

Chairman Bayless asked if the county would object to two roads, to which Mr. Prince replied there would be no objection if traffic demands both, but the ocean shore boulevard was the important road and should be given the first consideration, leaving the other road on the lake side for later construction if needed.

The delegation was advised that the Road Board would be glad to consider any proposition submitted to them.

## SANTA ROSA COUNTY

Three of the County Commissioners, Messrs. E. M. Fowler, Ezra Johnson and O. L. Barnes, and County Attorney A. L. Johnson made up the delegation appearing from Santa Rosa County.

Attorney Johnson presented two requests for the 1947 budget for construction:

(1) State Road No. 265 from a point east of Chumuckla, and thence in a northerly direction to Jay, a distance of approximately 15 miles.

(2) A road from a point approximately one-half mile east of Milton, on State Road No. 10, thence in a southerly direction about 4 miles, thence in an easterly direction to a point on State Road No. 10 near where said road crosses Yellow River, the proposed road consisting of approximately 7 miles and being designated as 57-3 and 57-30.

Commissioner Johnson spoke particularly in behalf of Road 57-3, stating it is a mail route and used by many people for fishing and farming activities and that a traffic count from Saturday noon to Monday morning showed the road used by 196 cars. He said that a type of crawling sand rendered it almost impossible to keep it in condition, for it was bad in dry weather and worse when it rains.

## EVERGLADES DRAINAGE DISTRICT

Messrs. W. Dewey Hilsabeck, Chairman, and Lamar Johnson, Engineer for the Everglades Drainage District, appeared before the Board.

Mr. Johnson presented a map showing the proposed location of Krome Avenue from the Tamiami Trail north approximately 26 miles, which they requested the Department to construct. He explained that a canal was needed along this route for conservation measures. The Board advised that they could not construct a road along this entire plan, as a great part of it would parallel Road 26 which is one of the best roads in the State. Mr. Fultz stated they were very anxious to work out a connecting link, but could come only as far north to connect with Road 26 as the policy of the Board and the recommendations of the engineers would permit.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board agreed to go ahead as fast

as possible on the extension of Krome Avenue from the Tamiami Trail to a proper connection with Road 26 near the Broward-Dade County line.

## WIDER RIGHT OF WAY FROM ORLANDO TO PLYMOUTH

On motion of Mr. Carleton, seconded by Mr. Campbell, the Board agreed to give notice to Orange County that demands would be made for a wider right of way on Road 2 from Orlando to Plymouth, with the promise of the detailed description just as soon as it can be determined by the engineers.

## EXTENSION OF FEDERAL AID SYSTEM

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted: WHEREAS, it is expedient and necessary for the proper improvement and development of the Federal Aid System, and Federal Aid routes, in the State of Florida that a further extension of the Federal Aid System be effected; and

WHEREAS, there exists sufficient unallotted mileage of the present permissible mileage of the Federal Aid System in Florida to permit the construction of a proposed extension of the said Federal Aid System to effect the necessary improvement and development of the said system:

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida, that the following described and designated extension to the Federal Aid System is necessary for the proper improvement and development thereof, to wit:

The extension of Federal Aid Route No. 22 on Colonial Avenue in Orlando from Mills Street westerly to an intersection with Kentucky Avenue, Federal Aid Route No. 2.

BE IT FURTHER RESOLVED that the Public Roads Administration, Federal Works Agency, be petitioned to approve the proposed extension described herein, and its addition to the Federal Aid Highway System.

BE IT FURTHER RESOLVED that necessary certified copies of this resolution be transmitted to Public Roads Administration, Federal Works Agency.

## ROAD 199 IN MARTIN AND PALM BEACH COUNTIES

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board agreed to urge Martin and

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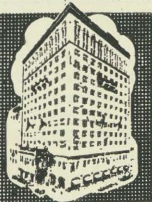
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Palm Beach Counties to complete their acqui-  
sition of the right of way on Road 199.

### APPROACH TO BAROTHY LEASED PROPERTY OVERSEAS HIGHWAY

Mr. V. L. Barothy presented to the Board a  
plan for an approach to the Overseas Highway  
from the property which he has leased from the  
Trustees of the Internal Improvement Board, at  
Wilson Key in the vicinity of Whale Harbor.  
The matter was ordered referred to Division  
Engineer Emery to work out an approach at  
the extreme north end of this property, same  
to be 20 feet wide, with a 60' area for parking.

### SURPLUS ROCK PITS ON KEY VACA

On motion of Mr. Carleton, seconded by Mr.  
Campbell, the Board agreed to renew its offer  
to sell back to Mr. A. Maitland Adams the two  
ten acre tracts of land on Key Vaca, used for  
rock pits, at the price of \$70.00 per acre, pro-  
viding Mr. Adams will give the Department a  
5-year lease at the present rate of rental on  
the 50' lot which he owns in Key West and  
which the Department is using at the present  
time.

### SURPLUS BORROW PIT ON ROAD 21, VOLUSIA COUNTY

On motion of Mr. Fultz, seconded by Mr.  
Campbell, the following resolution was adopted:  
BE IT RESOLVED that this Department accept  
the offer of Mr. R. E. Lee and his wife, to pay  
\$30.00 per acre, or \$151.50 for the tract of five  
acres, for the old borrow pit acquired from the  
Fish Investment Co. for use in connection with  
Road 21 in Volusia County, inasmuch as Mr.  
and Mrs. Lee are the successors in title to the  
tract of land surrounding this pit, and the re-  
conveyance is recommended by the Division  
Engineer.

### FEC RAILWAY CO. CROSSING ON STATE ROAD 162-A AT M. P. 122 Plus 467.8'

Upon motion of Mr. Fultz, seconded by Mr.  
Campbell, the following resolution was unani-  
mously adopted:

WHEREAS, in the opinion of The State Road  
Department of Florida, it is deemed advisable  
and necessary for the State of Florida, acting  
by and through the said State Road Department,  
to obtain from Scott M. Loftin and John W.  
Martin, as Trustees of the property of Florida  
East Coast Railway Company, and not individu-

ally, the right and privilege to use as a crossing  
for road crossing purposes only, that part of the  
right of way and property of said Railway in  
Okeechobee County, Florida, at the location de-  
scribed as follows:

A parcel of land, being that portion of a  
strip of land with uniform width of 200.0  
feet northerly and southerly extending east-  
erly and westerly across the right of way or  
property of the Florida East Coast Railway  
Company at Hilolo, Florida, with longitudinal  
center line intersecting the center line of the  
Railway Company's Okeechobee Branch main  
track at an angle of 88 degrees 11 minutes  
as turned northeasterly therefrom at a point  
therein located 467.8 feet southerly from the  
Railway Company's Mile Post No. 122 from  
Edgewater Junction, Florida, said parcel of  
land being more particularly described as fol-  
lows:

Beginning at a point in the easterly limit  
of said property of the Railway Company,  
located 150.0 feet easterly from the center  
line of said main track and 367.8 feet  
southerly from the Railway Company's Mile  
Post No. 122 from Edgewater Junction, Flo-  
rida, and extending thence southerly, coin-  
ciding with said easterly property limit, par-  
allel with and 150.0 feet distant easterly from  
the center line of said main track, for 105.5  
feet to a corner point of said property, thence,  
westerly, coinciding with the southerly limit  
of the easterly 100.0 foot portion of said  
property, for 100.0 feet more or less to a  
corner point of said property located 50.0  
feet easterly from the center line of said  
main track, thence southerly, coinciding with  
the easterly limit of said property, parallel  
with and 50.0 feet distant easterly from the  
center line of said main track, for 94.5 feet,  
thence westerly, across said property, for 100  
feet more or less, to a point in the westerly  
limit of said property located 50.0 feet west-  
erly from the center line of said main track,  
thence northerly, coinciding with the westerly  
limit of said property, parallel with and 50.0  
feet distant westerly from the center line of  
said main track, for 94.5 feet, to a corner  
point of said property, thence westerly, co-  
inciding with the southerly limit of the west-  
erly 25.0 foot portion of said property, for  
25 feet more or less, to a corner point of  
said property, thence northerly, coinciding  
with the westerly limit of said property, par-

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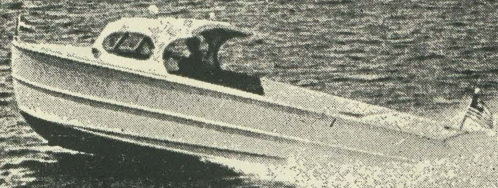
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allel with and 75.0 feet distant westerly from the center line of said main track, for 105.5 feet, thence easterly, across said property, for 225 feet more or less to the point of beginning.

All as shown colored yellow upon blueprint of part of the Railway Company's plan "Corr. file OM 123-14" dated August 21, 1946, attached to said agreement and made a part thereof.

according to the further terms and conditions as set forth by and described in copy of proposed agreement now on file in the office of the Secretary of The State Road Department of Florida;

AND WHEREAS, said Trustees of the Florida East Coast Railway have submitted form of contract between said Trustees and The State Road Department of Florida for the granting, installation and maintenance of said crossing, and WHEREAS, said contract has been approved by the Attorney at law of this Department, Calvin Johnson.

NOW, THEREFORE, BE IT RESOLVED by THE STATE ROAD DEPARTMENT OF FLORIDA as follows:

1. That The State Road Department of Florida, a body corporate of the State of Florida, does hereby agree to and enters into an agreement with Scott M. Loftin and John W. Martin, as Trustees of the property of Florida East Coast Railway Company, and not individually, wherein and whereby The State Road Department of Florida is given the right and privilege to use crossing for road crossing purposes at the location above described, upon the conditions and terms all as set forth and contained in copy of proposed agreement attached hereto and made a part hereof.

2. That F. E. Bayless, as Chairman of the State Road Department of Florida, with the attestation of J. Robert McClure, as Secretary of said Department, be and they hereby are each authorized and directed to execute said agreement for and on behalf of said Department, and to submit the same for execution by the Trustees of Florida East Coast Railway Company.

3. That this resolution shall take effect immediately upon its passage.

#### FEC RAILWAY CROSSING ON STATE ROAD 22 AT M. P. 41 PLUS 827'

On motion of Mr. Carleton, seconded by Mr. Fultz, the following resolution was unanimously adopted:

WHEREAS, in the opinion of The State Road Department of Florida it is deemed advisable and necessary for the State of Florida, acting by and through the said State Road Department to obtain from Scott M. Loftin and John W. Martin, as Trustees of the property of Florida East Coast Railway Company, and not individually, the right and privilege to use as a crossing for road crossing purposes only, that part of the right of way and property of said Railway in Orange County, Florida, at the location described as follows:

An irregular shaped parcel of land with uniform width of 200.0 feet northeasterly and southwesterly extending northwesterly and southeasterly across the property of the Florida East Coast Railway Company at Bithlo, Florida, the northwesterly and southeasterly center line of said parcel of land intersecting the center line of the Railway Company's Okeechobee Branch main track at an angle of 52 degrees 12 minutes, as turned southeasterly therefrom at a point therein located 827.25 feet southeasterly, as measured along said main track from the Railway Company's Mile Post No. 41 from Edgewater Junction, Florida, said parcel of land being more particularly described as follows:

Beginning at a point in the southwesterly

limit of said property of the Railway Company, said point being located 100.0 feet southwesterly, as measured at right angles from the center line of said main track, and 623.12 feet southeasterly, as measured along said main track from said Mile Post No. 41, and extending thence southeasterly on the northeasterly line of said parcel of land, at an angle of 52 degrees 12 minutes, as turned southeasterly from the center line of said main track, for 253.12 feet to a point in the northeasterly limit of said property of the Railway Company, said point being located 100.0 feet northeasterly, as measured at right angles, from the center line of said main track, thence southeasterly, parallel with and 100.0 feet distant northeasterly from the cen-

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ter line of said main track and coinciding with the northeasterly limit of said property, for 90 feet more or less to a point in the north line of Seventh Avenue, which line is also a south limit of said property, thence

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west, on said north line of Seventh Avenue and south property limit, for 53 feet more or less to a point located 50.0 feet northeasterly at right angles from the center line of said main track, thence southeasterly, parallel with and 50.0 feet distant northeasterly from the center line of said main track, and along the northeasterly limit of said property, for 142 feet more or less to the point of intersection with the southwesterly line of said parcel of land, thence northwesterly, on said southwesterly line of said parcel of land, for 126.56 feet to a point in the southwesterly limit of said property of the Railway Company, said point being located 50.0 feet southwesterly at right angles from the center line of said main track, thence northwesterly, parallel with and 50.0 feet distant southwesterly from the center line of said main track, and coinciding with said southwesterly property limit, for 100 feet more or less to the point of intersection with the north line of Seventh Avenue, which line is also a south limit of said property, thence west on said north line of Seventh Avenue and south property limit, for 53 feet more or less to a point located 100.0 feet southwesterly at right angles from the center line of said main track, being the point of intersection with the southwesterly limit of said property, thence northwesterly, parallel with and 100.0 feet distant southwesterly from the center line of said main track, on said southwesterly property limit, for 175 feet more or less to the point of beginning.

All as shown colored yellow upon blueprint of part of the Railway Company's plan A2-361 dated July 24, 1946, attached to said agreement and made a part thereof.

According to the further terms and conditions as set forth by and described in copy of proposed agreement now on file in the office of the Secretary of the State Road Department of Florida;

AND WHEREAS, said Trustees of the Florida East Coast Railway have submitted form of contract between said Trustees and The State Road Department of Florida for the granting, installation and maintenance of said crossing, and WHEREAS, said contract has been approved by the attorney at law of this Department, Calvin Johnson.

NOW, THEREFORE BE IT RESOLVED BY THE STATE ROAD DEPARTMENT OF FLORIDA, as follows:

1. That the State Road Department of Florida, a body corporate of the State of Florida, does hereby agree to and enters into an agreement with Scott M. Loftin and John W. Martin, as Trustees of the property of Florida East Coast Railway Company, and not individually, wherein and whereby The State Road Department of Florida is given the right and privilege to use crossing for road crossing purposes at the location above described, upon the conditions and terms, all as set forth and contained in copy of proposed agreement attached hereto and made a part hereof.

2. That F. E. Bayless, as Chairman of the State Road Department of Florida, with the attestation of J. Robert McClure, as Secretary of said Department, be and they hereby are each authorized and directed to execute said agreement for and on behalf of said Department, and to submit the same for execution by the Trustees of Florida East Coast Railway Company.

3. That this resolution shall take effect immediately upon its passage.

### PREPARATION OF BUDGET FOR 1947

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board agreed that in the preparation of the Budget for 1947 the new road numbers shall be used, but that the old numbers shall be put in parentheses following the new ones, and that all carry-over projects shall be indicated by an asterisk, placed immediately before the line.

### ADJOURNMENT

The Members agreed to hold the next meeting in Tallahassee, on November 25th, and the present meeting was adjourned.

### IT HAPPENED IN FLORIDA

(Continued from Page 21)

ficer, Dan Anderson, had a real Escambia county probation problem on his hands recently in a boy of 15, who refused to tell his name or where he was from.

If it's a 1946 Rolls Royce Silver Wraith or a 1900 Ricker Electric that catches your fancy, Johnny Robinson of St. Petersburg will probably have a picture of it and its list price in his collection of automobile ads and catalogues. In his collection he has indexed 182 makes of automobiles.

Stars fell on Miami and for Kathleen Hackett, 11, it was the show of a lifetime. Her father told her it was childish imagination when she said she saw stars fall out in the field, but she found four pieces of meteorite in the field the next morning and dry pine needles around the points of impact of the bits of volcanic rock were deeply scorched.



## REPTILE SKIN MANUFACTURING IS GOOD BUSINESS

Meet the Three Musketeers of the Everglades, the Mulloy boys and Don Hilton. Meet them but keep your eyes open—they are as likely as not to have a couple of live and poisonous snakes caged up in the back of their 'Glades buggy. They're in the reptile skin manufacturing business.

Friends for more than 12 years, the Mulloys, Edward and Charles, came to Florida from Indiana and Kentucky with "Pop" Mulloy of Miami bowling alley fame back in 1931, and Donald B. Hilton and his family arrived from Buffalo, New York, in 1934.

What with being scoutmasters to troops at their affiliated churches, and tramping most parts of the Everglades together, they were all firm friends long before the war, Ed as a freelance news-reel photographer making travelogues in China, the Caribbean and up the Amazon valley (where he personally speared the 23-foot anaconda exhibited in their Miami display of reptile craft), Charles as assistant to Mulloy, Sr., and Don, with the Florida National Bank.

### *Went to War*

But the Three Musketeers had to leave their wives and families and go to war, Ed as first lieutenant and official Army photographer with the Signal Corps Specialized Newsreel Unit (he still prefers camera to T-stick), Charlie as a corporal with the Field Artillery in Europe, and Don as a gunnery sergeant instructor in the U. S. Army Air Corps stationed at Charleston, S. C.

It was more than seven months after VJ-Day before they were all civilians again and ready to take up what they are confident will prove to be more than a good living for the three families.

By March, 1946, they had converted a two-ton cargo truck from an Army four by four to a six by six, with the aid of a tandem and 10 of the biggest tires you ever saw.

It has a complete galley, sleeps four and also seats four, under one of the seats being a well insulated 300-yaound capacity ice-box, while axes, T-sticks, tongs and all the necessary paraphernalia for a ten-day stay in the Everglades are neatly fastened to the side-panels. On an average Glades trip they say they expect to bring back about 2,300 feet of snakeskin.

### *Glades Tannery*

They have a tannery in the 'Glades, too, 28 miles from Miami, a shack where these skins undergo the various bathing, fleshing, rinsing and neutralizing processes necessary to produce soft, pliant reptile leathers. These may be of many varieties; cottonmouth moccasin, diamond back rattlesnakes, Congo banded watersnakes, or any of the others which make their home in the Florida Everglades.

The rest of their work is done at their plant, one of the former maintenance shops of the U. S. Navy Aerial Gunnery school in the old Fritz Hotel, Miami now the Aviation Building.

Here the skins are dried on racks and then "broken" over a "knee"—in this case, a \$3.75 machete from a local hardware store. Now they are ready to be worked up into the lovely and original hats, bags, umbrella handles and covers, belts, wallets, corsages and other feminine accessories which are the firm's specialties. Incidentally, he says, it takes two to three snake-skins to make a woman's pocketbook.

"No, we never studied herpetology" (snake lore) said Ed, who seems to be spokesman for the three—anyway, the others were far too busy working on one or another of the eight industrial sewing-machines, with which the place is stocked, as well as the live king snake and cottonmouth moccasin which live (caged) on the premises for the amusement and edification of visitors.

"We don't cary anti-venom either. It needs to be refrigerated, otherwise it can be more dangerous than the snakebite itself. All we take on trips into the Everglades is a complete first-aid outfit, scalpel, novocain, suction cups, syringe and all—and a couple of guns."—The Fernandina News.

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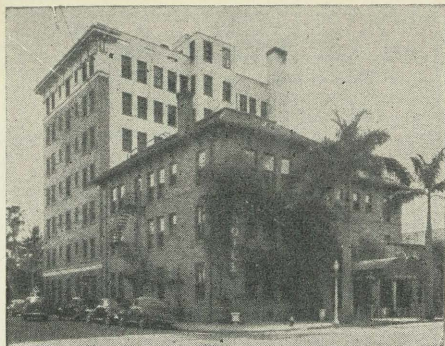
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## RAFFIA MAY BECOME NEW INDUSTRY

A raffia industry has sprung from a department operated by Mrs. Husselton, local market master of the Titusville State market.

It is a small business from which a dozen or more women and as many men earn a livelihood the year around.

In the early spring men go to the woods and cut out the center branch of the cabbage palm and their labor returns them from \$60 to \$75 a week.

After the palms have been cut they are stored for drying, which takes a couple of months. Then they are ready for stripping. This work is done by the women in their homes, and consists of stripping the flexible, tough outside covering from the fronds or stems.

The women find this work brings them in considerable "pin money," how much depending upon the time spent. Mrs. Husselton pays them 25 cents a pound, delivered at the market,

and from there she takes over and dyes them, well, just any color.

This dyed material sells for a dollar a pound and is eagerly sought for making hats, market baskets, mats for luncheon tables, sandals, fans, in fact it lends itself to a long list of uses. The material has the added qualities of being washable and waterproof.

Chicago is the largest buyer. There it is made into many things, and from there the producers sell them all over the states. Many items return to Florida and are sold at roadside markets and in stores.

"We sell to the Red Cross and to the school houses. It is used for occupational therapy in hospitals and by art classes in schools. There is no trouble in selling the material, our only trouble is getting enough to meet the demand," advised Mrs. Husselton.—Miami Herald

## SHOOT STRAIGHT POLICY

Governor Caldwell, exasperated by the continuous escapes from state prison camps of men either working under armed guard or housed under such guard, told the Cabinet Tuesday that he favors suspension, without pay, for a period of 30 days, of any guard who fails to prevent a prisoner from getting away—even when it is not shown that the guard was negligent.

To the suggestion by Commissioner of Agriculture Mayo that such a threat might cause a guard to become "too handy with his gun," the Governor replied: "If he wings him (the prisoner), I'm ready to forgive him. But if he misses him, I'm not. I think he should shoot that prisoner. Not shoot at him, but shoot him."

Rather drastic. Yet that is what the guards are supposed to do when a convict makes a break. The convict knows it, and he is aware of the chance he takes. Otherwise there would be no sense in employing a guard at all and placing a gun in his hands.

Escapes from Florida's prisons and prison camps in recent months have been so common and numerous as to become a scandal. There is something wrong with our prison system, when murderers, rapists and the like can get away almost at will. It is up to the state government to put an end to it, even if, as the Governor suggests, the guards are told to shoot and shoot straight.—Bradenton Herald.



## SOUTH'S PRISTINE BEAUTY LIES IN THE OKEFENOKEE

Invariably when the Southerner visiting the Pacific Coast swells his chest and begins to brag about the beauties of his native heath, he has this question to answer: "Oh yeah, well what about all of those swamps you have down there?"

If he lifts his eyes unto the magnificent hills that give picturesqueness to the Washington, Oregon and California coastline, he might be hard put to it for a ready reply.

But here it is:

Thousands of people gathered in Waycross on October 8, for a celebration opening the Okefenokee Swamp Park which will be dedicated as a tourist attraction with a speech by Georgia's Gov. Ellis Arnall. Civic leaders of Waycross, who developed the project at a cost of a quarter of a million dollars, expect the project to attract 300,000 visitors during the first year.

Florida's interest in the park lies in the fact that it is just off the Waycross-Jacksonville Highway, 11 miles south of Waycross, and that within the 600-mile area are the headwaters of this State's Suwannee River, famous the world over in song and story. Before so very long, tourists who view Georgia's Okefenokee Swamp will want to visit the memorial that will be erected at White Springs to Stephen Foster, who wrote the song about the Suwannee that has become an essential part of the folk lore of the Old South.

Having seen Georgia's Okefenokee, tourists will have had an introductory glimpse of the other natural beauties that await them farther to the South, of which the Everglades is only one of many. The past several decades have seen enterprising developers turn Florida's semi-tropical parks into shrines visited by thousands of nature-lovers. Silver Springs, Palatka's Ravine Gardens, Jacksonville's Oriental Gardens, the jungle gardens of the East Coast and Central Florida are points of interest marked out on the maps of sightseers in the Sunshine State.

Standing on deck of a Liberty ship at dockside in Newport News, Va.,

about a year ago, a top sergeant, veteran of some of Europe's toughest battles, said in a typical South Georgia drawl: "If I ever get back down there in the old Okefenokee, they'll never pull me out again." The sergeant, in his postwar tours of the Continent, had seen all the splendors of the Old World. He had viewed nature's beauties as they had been enhanced by centuries of man's artifices, but none held the

lure of his South's pristine haunts.

By opening up the Okefenokee Swamp Park, the people of South Georgia are inviting the world to come see what the sergeant wouldn't leave again for all the money in Christendom. That's the South's answer to a Californian's question: "Oh yeah, well what about all of those swamps you have down there?"—Florida Times-Union.

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## HYACINTH CONTROL COMMITTEE STUDYING FOR ITS ERADICATION

Terming the water hyacinth as a menace to health, Governor Caldwell has created a 15-member state committee on hyacinth control to work with federal agencies in studying the plant and in mapping a plan to completely eradicate it.

The hyacinth which spreads so rapidly it soon completely chokes rivers and streams is a big obstacle in the fight to eliminate mosquitoes. It causes water to become stagnate. It seriously hinders navigation. It is a nuisance all over Florida and Governor Caldwell's new committee is in a position to render a service for which the people will be everlastingly grateful.

Drainage canals experience the same difficulties, necessitating continuous work to keep the ditches from becoming useless.

Palm Beach County will watch with mounting interest the program to be outlined by the governor's hyacinth committee.

## FIRE LOSS RECORDS

With the rapid growth of the city and the unavailability of fire-fighting equipment during the war years, St. Petersburg can count itself lucky that it has not experienced any disastrous fires. Indeed, fire losses here have been so light there has been a reduction of fire insurance rates during recent years.

However, that doesn't mean we can grow lax in our constant vigil against fires. Neither can we afford to become careless by inviting fires around our homes and public buildings. Rubbish and combustible materials lying around the house or garage are open invitations to flames.

This is National Fire Prevention week, and St. Petersburg property owners would do well to abolish fire hazards before the advent of cool

weather when furnaces and heaters are lighted again.

But while the city has been extremely fortunate in establishing a low fire loss record, Florida itself has little to brag about, especially in the line of grass and forest fires. As Governor Caldwell recently pointed out, our record for forest fire control is probably the worst in the United States.

Launching a state-wide campaign to combat forest fires, the governor declared that Florida's forest wealth is being destroyed by 15,000 fires each year, 80 per cent of which are deliberately set.

The deliberate starting of forest fires is as expensive as it is ridiculous. It's time we learned there are less dangerous and less expensive means of clearing underbrush than burning it off.  
—St. Petersburg Independent.

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## COCKATIEL WHISTLES LIKE WOLF

There's one bird in town who gives the ladies the "wolf call" and never gets caught—that's Chico, two and half-year-old cockatiel owned by Mrs. Leon E. Ott, 156 Ninth avenue north.

Chico sits on his perch by the hour and whistles at all the females who pass by his house. Then his mistress' husband gets the blame.

That saucy little bird can be good, though. He's learned to whistle "Yankee Doodle" and "My Country 'Tis of Thee" like a man, while standing on Mrs. Ott's finger and looking into a mirror at the other bird.

"Chico calls himself, 'Chico, baby,

Mama's sweetheart' and other phrases I've taught him," Mrs. Ott says. He eats at the table with the Ott's and will even eat out of Ott's mouth. Chico loves ice cream, mashed potatoes and macaroni.

Mrs. Ott, who raises birds for a hobby, says cockatiels and parakeets will learn to talk if they are taught just after they leave the nest. She has a talking parakeet, Benny, who is three years old. All he will say is "Benny, pretty bird."

Huge cages made by Ott house the canaries, finches and parakeets which number 100 at the present time. "We have had as many as 300 birds at one time," Mrs. Ott said. She sells some of the birds and gives some away. Ott builds swings and all kinds of perches for the birds. He is now building separate nesting cages for the parakeets who fight over the same nest.

"The birds all break into song whenever the radio or vacuum is going," Mrs. Ott said.—St. Petersburg Times.

## HEALTH, TOURISTS AND YOU

Comes, at last, October, with a new crop of tourists in the near offing, and the State Board of Health, through its chief sanitary engineer, says it "hopes employees in eating houses will feel

more responsible for presenting a sanitary front to the out-of-state visitors."

Seemingly, it doesn't matter how many year-round Floridians pick up a little food-poisoning now and then, so long as the finicky tourist is "presented" with a "sanitary front." Undoubtedly this implication is an unintentional one on the part of the board, but it does sound a little strange, particularly in view of Governor Caldwell's recent frank talk about the low state of Florida's public health.

The board, in a somewhat more constructive vein, points out that Florida at present has no laws (1) prohibiting the use of cracked dishes and cups in public eating places, and (2) requiring waitresses to wear hair nets in order to keep their flowing tresses out of the food. Why don't we have such laws? Memo to the 1947 legislature: How about it?

We need more than a sanitary front in Florida. We need a thoroughgoing health program, not for the sake of the tourists but because this is where we live. Some good, strong laws, and some good strong enforcement of them, aimed at making all public eating places safe for all customers, is an important part of that program.—Jacksonville Journal.

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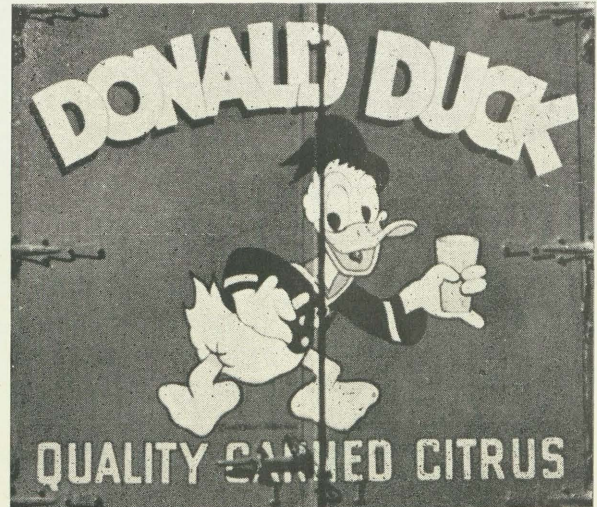
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## VACATIONING JUDGE JERKED BACK

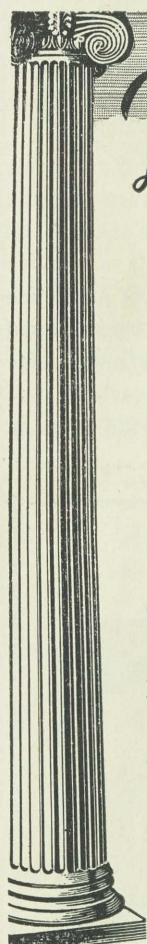
By LOYAL COMPTON  
Herald Staff Writer

Florida's public servants of ante-bellum days took long vacations, too—but one got dragged back to his job by the scruff of his neck.

This little known episode in the

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state's history, involving two justices of the supreme court, came to light in the wake of The Herald's exposure of prolonged paid vacations for Dade county's politicians.

Protagonist in the 1859 drama was Chief Justice Thomas Baltzell, while the miscreant was Associate Justice Bird M. Pearson. With Associate Justice Charles H. DuPont, they constituted the court.

#### Read Between Lines

All narrative accounts of the Baltzell-Pearson joust—if there were any—apparently have been lost. But the true story is discernable between the lines of the official records.

They are to be found in Volume 8 of Florida Reports, yet—strangely enough—they have never been indexed nor digested. As such, they are something of a legal Apocrypha.

It requires little imagination, nevertheless, to visualize old Justice Baltzell writing his opinion of Associate Justice Pearson with a wrathful and sarcastic quill pen.

Some time in the fall of 1858 Pearson absented himself from Tallahassee for a sojourn in Jacksonville. On Dec. 28 he wrote a note to his colleagues, asking them to appoint one of the state's four circuit judges to the bench in his absence.

The "condition of my eyes," he wrote, precluded him from serving during the January term of court.

As a matter of fact, according to Vincent C. Giblin, Miami attorney who once probed behind the official records, Pearson was having a "little affair of the heart."

DuPont and Baltzell disagreed on Pearson's suggestion, and on Jan. 18 Baltzell issued a bench warrant directing the sheriff to take Pearson into custody.

#### "Correct" the Record

On April 14, with DuPont and Pearson concurring, there was a "correction" of the record, by which the pair "expunged" Justice Baltzell's entries.

"To guard against the recurrence of similar errors in the future," the two cronies wrote, "it is made a standing order of this court that no entries shall be made upon the minutes thereof in vacation and without the concurring authority and consent of the majority of the presiding justices thereof."

Salty old Baltzell entered a dissenting opinion in which he held:

1. The court has full power and authority to enforce the attendance of its members.

2. Judges are not above the law nor exempt from the compulsory processes of the court.

3. This power is not confined to inferiors and subordinates, such as circuit judges, attorneys, jurors, witnesses and sheriffs.

4. Courts of justice can't expunge resolutions or orders.

#### Would Excuse Illness

Said Justice Baltzell:

"If there had been inability from sickness or other sufficient cause, I should have been the last to complain of his (Pearson's) absence; but, as I conceived, the cause alleged did not amount to a sufficient excuse, the infirmity being one that existed at the last term of court—not at all aggravated—not at all increased.

"It commenced at Jacksonville and continued to prevail through the succeeding terms of the past year—at Tampa, Marianna and Tallahassee—with entire inability on his part to read a single word, a brief or authority cited, or write a single opinion; the labor of the entire term, with the exception of his sitting on the bench and joining in consultations, having thus been devolved upon his associates . . .

"It was easy to see that if one judge could by his absence from court impede its progress, arrest its action and subvert its power, the great object of its institution would be defeated."

Significantly, Pearson was not a member of the court in 1860.—Miami Herald.

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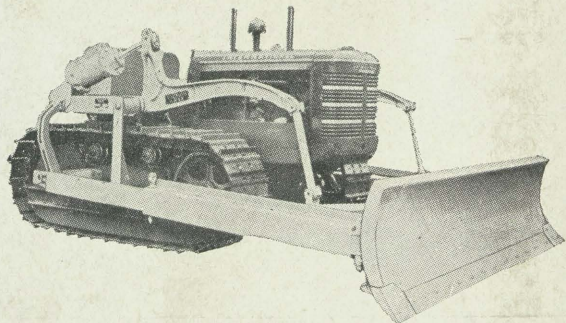
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## DIESEL



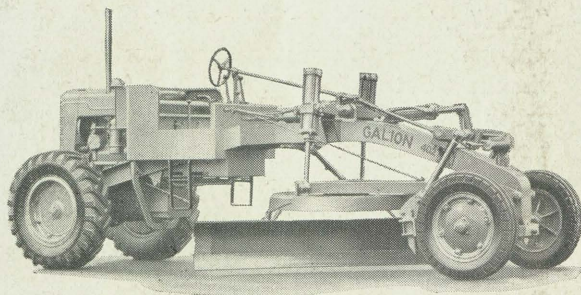
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